

EXCHANGE:
Selling Quotations:—
T.T. London 2s. 7 3/4d.
On Demand 2s. 7 3/4d.

The Hongkong Telegraph

(ESTABLISHED 1881.)

Copyright 1917, by the Proprietor.

WEATHER FORECAST
FAIR.
Barometer 29.91.

October 20, 1917. Temperature 6 a.m. 76 2 p.m. 83
Humidity 83

October 20, 1916. Temperature 6 a.m. 70 3 p.m. 76
Humidity 52 53 52

7781 日五初月九

SATURDAY, OCTOBER 20, 1917.

六拜禮 號十二月十英港香

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

REUTER'S TELEGRAMS.

THE WESTERN FRONT.

A German Raid Repulsed.

London, October 19.

Field Marshal Sir Douglas Haig, in a communique, states:—We repulsed, without any casualties, raiders last night east of Vermelles. The enemy's artillery is active in the neighbourhood of Mami Road, and also at Zonnebeker.

End of This Year's Campaign.

London, October 19.

The War Cabinet's congratulations to Field Marshal Sir Douglas Haig and the vote of thanks to be moved in Parliament are regarded as marking the end of the campaign in the West for the year, confirming the view of Reuter's correspondent at Headquarters, cabled yesterday morning. Occasion is taken by the papers to review the results of the campaign, which was as arduous as any hitherto fought. The German view that because the territorial gain is relatively small, therefore the offensive has failed, is scouted and it is pointed out that the campaign of 1917, if it has not ended the war, has decided it, completely reversing the positions at the end of 1916. The British, besides holding the heights commanding the plains of Belgium, have inflicted such losses on the Germans that the resisting power of the enemy is fatally and irrevocably weakened.

The New York Tribune remarks: "The greatest single service of the British at Ypres is the demonstration they are giving the world of the decline of German moral and German might. The battle in Flanders is one of the decisive battles of the war."

Later.
The vote of thanks to be moved to the forces will specially mention the heroism of the nurses.

MIDDLE EAST CAMPAIGN.

The Situation Reviewed.

London, October 19.

In view of the coming campaigning season in the Middle East, the Times points out that the Russians still hold nearly the whole of their conquests in Armenia, though it is a long time since any public information was given about their strength. Small bodies of Russian troops are also scattered along the Taurus-Persian frontier from the neighbourhood of Lake Urmiah to an unknown point west of Bagdad, but these would probably not be able to withstand a Turkish advance into Persia in strength. The most notable feature of the whole situation is that the Turks have not seriously fought the Russians in the Middle East since last winter.

ANOTHER NAVAL AIR RAID.

London, October 19.

The Admiralty announces that naval aircraft yesterday morning dropped many bombs with satisfactory results on Zeppelin aerodrome. All the machines returned.

ENEMY INSTITUTIONS IN CHINA.

What is Happening in Canton?

London, October 19.

In the House of Commons, Lord Robert Cecil stated that all official enemy institutions in China, such as Consulates and Post Offices, had been closed; presumably therefore also in Shamen, although he had not heard definitely. The position regarding the banks and commercial houses in Shamen was not clear. He would enquire from the British Minister at Peking on the question.

THE TEA CONTROL SCHEME.

London, October 19.

The Food Controller has ordered that no tea in classes A, B, and C, shall be sold at prices exceeding the prices permitted by the under-ninety-per cent. tea control scheme. No other tea shall be sold after October 31 above 4/- per pound. The Food Control Committee may, subject to the directions of the Food Controller, vary such price in Ireland generally or in particular cases. When tea is delivered a charge not exceeding one half-penny per pound may be added or any reasonable sum actually paid by the seller for the carriage.

DEVASTATION AT MESSINA.

London, October 19.

Reuter's correspondent at Rome says that hurricanes on October 18 and 17 devastated Messina and environs. Hundreds of dwellings have been destroyed by floods. Eleven persons have perished. The roads and railways are disorganised.

GERMANY'S POOR HARVESTS.

London, October 19.

Reuter's correspondent at Washington states that reports have been received by the State Department which indicate that the German harvest this year have not appreciably relieved Germany's food situation. There is a great scarcity of fats and animal food generally, and supplies from Rumania and from neutrals do not make up the lack in proteins. It is definitely established that, whilst some of the crops are normal in volume, the scanty supplies in most commodities have not been increased.

ENEMY NAVAL MUTINIES.

London, October 19.

Official diplomatic despatches confirm the Austrian naval mutinies, the particulars of which were cabled on October 16. This and the Ostend mutiny have profoundly impressed American naval circles, as showing the fear of the German seamen to serve in the submarines.

U.S. SQUADRON AT URUGUAY.

London, October 19.

Reuter's correspondent at Montevideo says that a United States naval squadron has arrived.

REUTER'S TELEGRAMS.

THE RIGA GULF OPERATIONS.

Evacuation of Riga Begun.

London, October 19.

According to Reuter's correspondent at Petrograd, the Novos Vremya states that the evacuation of Riga began on October 16, owing to the danger of an enemy landing. Most of the inhabitants have gone to the interior.

German Torpedo Boats Sunk.

London, October 19.

A Russian wireless official message states that two German torpedo boats were sunk by a minefield in the Moon Sound yesterday.

Fear for Russian Warships.

London, October 19.

The German naval success in the Gulf of Riga is apparently local. A Russian flotilla of old battleships, destroyers, and gunboats fortified itself in a most gallant attempt to delay the enemy's victory. That two large Russian warships, consort of the Slava, escaped is due to their retiring to the Moon Sound, but it is improbable that they will find safety there, as there is, apparently, another German force to the east of the channel, preventing escape into the Gulf of Finland. Russian minefields may impede the manoeuvring of the heavier German ships but when they are removed the capture of all the islands will not be long delayed and a landing on the coast of Esthonia may follow. The fact that the Russian flotilla was not reinforced by the fleet in the Gulf of Finland is attributed to the indiscipline of the crews of the latter.

RUSSIAN UNREST.

Martial Law in Petrograd.

London, October 19.

Reuter's correspondent at Petrograd says that martial law has been proclaimed.

Reuter's correspondent at Kutai, in the Caucasus, says that after a mob had sacked the central quarters of the town the Executive of the Petrograd Soldiers' and Workmen's Delegates issued a manifesto urging the local Soldiers' and Workmen's Delegates to mercilessly suppress, even by force of arms, such excesses, which were reducing the whole country to a state of anarchy.

The strike of the Petrograd paper mills has ended.

GALLANT FIGHT WITH U-BOAT.

London, October 19.

The Daily Mail's correspondent at Las Palmas says that the Capers fought the submarine for half an hour but was unsuccessful. The submarine's fire dismantled the gun and killed the gunnery officer. Two of the crew were shot. The exploding of the magazine ignited the ship and owing to the nature of the cargo the Captain ordered the crew to the boats. They had not clear when the ship disappeared in a great explosion. The submarine commander congratulated the crew on its heroism and assisted the wounded whom he allowed to board a Spanish ship.

GENERAL GURKO IN LONDON.

London, October 19.

The Daily Express says that General Gurko has arrived in London. Interviewed, he said he was released after a month of imprisonment in the fortress of St. Peter and St. Paul. There is no evidence that he will be ill-disposed towards the Republic. He boarded a steamer at Archangel and hoped for permission to visit the Western Front. He said that Russia regarded the British Army as the miracle of the war. He intended to remain in England till matters in Russia were more settled.

ALLIES BOMB FRANKFORT.

London, October 19.

Reuter's correspondent Amsterdam says that Allied aeroplanes bombed Frankfurt on Friday, in the day time.

GREEK PRELATES SENTENCED.

London, October 19.

Reuter's correspondent at Athens states that Archbishop Theoclitus of Athens has been sentenced by an Ecclesiastical Court to degradation and two years' confinement in a monastery for interfering in politics and assisting officially in the anathema of M. Venizelos. Other prelates have been sentenced to various penalties.

COMING CHANGES IN GERMANY.

London, October 19.

According to Reuter's correspondent at Amsterdam, the Lokal Anzeiger says that changes in the chief office of the Empire will be decided immediately the Kaiser returns from Constantinople.

ADVICE FOR AMERICA.

London, October 19.

According to Reuter's correspondent at New York, Sir Berkeley Moynihan, who has been officially lent by the British Government to advise the United States Army medical men, has arrived at an Atlantic Port.

THE U.S. LIBERTY BOND.

London, October 19.

Fifteen hundred million dollars, half the minimum quota of the Liberty Loan, has already been subscribed. A U-boat captured by the British will be exhibited in New York in aid of the Liberty Loan.

REUTER'S TELEGRAMS.

EARLIER TELEGRAMS.

ON THE WESTERN FRONT.

Enemy Aviators Aggressive.

London, October 19.

Field Marshal Sir Douglas Haig reports: Hostile artillery shelled vigorously various localities eastward of Ypres and positions south-eastward of Poelcappelle. The activity of our artillery continues, successful counter-battery work being carried out. Concentrated fire was directed with good effect against a number of targets. A few prisoners were brought in. There has been no further infantry action. There was great aerial activity yesterday, 98 bombs being dropped on enemy billets and hutments. The enemy's machines were very aggressive in the forenoon, making several flights over our lines. Of eleven brought down, three fell in our territory and four others were driven down. Three of ours are missing.

A French communique states: North of the Aisne our troops repulsed an attack against Vaucelles Plateau. There were artillery actions at Maisons De Champagne, north of Souain and on the right of the Meuse in the Bois De Chaume region.

Confident of Victory.

London, October 18.

The Press Bureau announces that Sir Douglas Haig has replied to Mr. Lloyd George: The British armies in France are proud to have won the congratulations of the War Cabinet and the generous appreciation conveyed in your message. All ranks are determined to achieve victory and are confident of doing so.

"OUR DAY" CONTRIBUTIONS.

London, October 19.

Irrespective of street collections "Our Day" totals have at present reached upwards of £270,000. The large contributions included those from the people of Victoria £155,000, Sir Ernest Cassel £25,000, Queensland Division £12,000, people of South Australia £5,105, people of Nigeria £8,424, people of Nyasaland £1,900, people of Bolivia £3,830, Messrs. Rothschild and Sons, Lady Strathcona, Lady Wernher £2,000 each.

LAND SETTLEMENT PLANS.

London, October 18.

In the House of Commons, replying to a number of questions with regard to Imperial financial assistance for soldiers and sailors for overseas land settlement after the war, Mr. Bonar Law stated that the recommendations of the Empire Settlement Committee necessitated fresh legislation. He hoped shortly to announce the Government policy on the matter. The report of the committee had been communicated to overseas Governments and comments were invited.

THE RIGA GULF SITUATION.

Petrograd, October 19.

An official note announces that Russian destroyers continue to frustrate attempts of enemy warships to enter Moon Sound. This is the main point of the struggle, as upon the result depends the security of the Russian communications with the Gulf of Riga and Finland. The bulk of the enemy naval forces is at present in the vicinity of Dago and Oesel Islands, opposite Irben Straits, while units of our fleet operating in the Gulf of Riga are defending this entrance.

UNPOPULAR GERMAN TAX.

Amsterdam, October 19.

The "Koelnische Zeitung" complains that there are large numbers of people abstaining from the seventh war loan as a mark of resentment at their assessments of war profit tax.

SHIPPING LOSSES.

Las Palmas, October 18.

A Spanish ship has brought 45 survivors of the Italian vessel Caprera, which, with a most important cargo of explosives, caught fire and sank off the coast of Morocco.

Bergen, October 18.

A large Rumanian steamer bound for Archangel with munitions and rail waggon grounded near Bergen. Salvage will be difficult.

MAJOR GENERAL BROOKING K.C.B.

London, October 18.

The Press Bureau states that Major General Brookings has been made a Knight Commander of the Order of St. Michael and St. George in recognition of service, in connection with the capture of Ramadiah.

DIPLOMATIC POUCHES HELD UP.

British Action irritates Swedish Legation.

Washington, September 20—Sweden is sending Dr. Hjalmar Lundbohm, one of her leading statesmen, as special envoy to the United States. Accompanied by Patrick Reuterward, a first secretary, from the Swedish Foreign Office, Dr. Lundbohm has arrived at Halifax, where the British authorities have detained four diplomatic pouches that he brought with him, containing mail for the Swedish Legation in Washington.

Baron Akerhielm, Counselor of the Swedish Legation here, talked with Counselor Polk, of the State Department to-day, and it is understood that the United States Government will endeavour to use its good offices to permit the passage of the mail to Washington.

This is the first instance of interference with diplomatic pouches carried by diplomats themselves, though heretofore courier mail has frequently been detained until investigation could be made. Naturally, Swedish officials are much incensed over the interference at Halifax, and have made protest to the British authorities. If Great Britain continues her present practice of preventing cable communication in cipher, and similarly detains diplomatic mail, Sweden will have no doubt of her own.

Sweden is sending Dr. Hjalmar Lundbohm, one of her leading statesmen, as special envoy to the United States. Accompanied by Patrick Reuterward, a first secretary, from the Swedish Foreign Office, Dr. Lundbohm has arrived at Halifax, where the British authorities have detained four diplomatic pouches that he brought with him, containing mail for the Swedish Legation in Washington.

Baron Akerhielm, Counselor of the Swedish Legation here, talked with Counselor Polk, of the State Department to-day, and it is understood that the United States Government will endeavour to use its good offices to permit the passage of the mail to Washington.

This is the first instance of interference with diplomatic pouches carried by diplomats themselves, though heretofore courier mail has frequently been detained until investigation could be made. Naturally, Swedish officials are much incensed over the interference at Halifax, and have made protest to the British authorities. If Great Britain continues her present practice of preventing cable communication in cipher, and similarly detains diplomatic mail, Sweden will have no doubt of her own.

Sweden is sending Dr. Hjalmar Lundbohm, one of her leading statesmen, as special envoy to the United States. Accompanied by Patrick Reuterward, a first secretary, from the Swedish Foreign Office, Dr. Lundbohm has arrived at Halifax, where the British authorities have detained four diplomatic pouches that he brought with him, containing mail for the Swedish Legation in Washington.

Baron Akerhielm, Counselor of the Swedish Legation here, talked with Counselor Polk, of the State Department to-day, and it is understood that the United States Government will endeavour to use its good offices to permit the passage of the mail to Washington.

This is the first instance of interference with diplomatic pouches carried by diplomats themselves, though heretofore courier mail has frequently been detained until investigation could be made. Naturally, Swedish officials are much incensed over the interference at Halifax, and have made protest to the British authorities. If Great Britain continues her present practice of preventing cable communication in cipher, and similarly detains diplomatic mail, Sweden will have no doubt of her own.

DON'T FORGET.

TO-DAY.

"The Fantasia" at the Theatre Royal—Matinee at 4.30; p.m.—Evening performance at 9.15 p.m.

"Cameo" at Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinema—9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinema—9.15 p.m.

Wednesday, October 31.

Licensing Sessions at 12.15 p.m.

maps from seizure, the Swedes claim there will be no further use of maintaining a legation in Washington, for to all intents and purposes, diplomatic relations between the United States and Sweden will have been severed.

I am considered quite possible however, that the British authorities in Halifax are detaining the diplomatic pouches merely as a result of the recent experience, and that what they might ordinarily have passed they now hold up pending specific instructions from the British Foreign Office. The Department of State, of course, is interested in uninterrupted diplomatic intercourse between Sweden and the United States, especially in reference to questions that relate vitally to friendly relations between the Swedish and American peoples. So it is confidently expected that the influence of the United States will be sufficient to obtain the release of the pouches, though it is believed in many quarters that Great Britain will not permit any communication to or from Sweden until the negotiations now proceeding between the Stockholm Foreign Office and the Entente Ministers are ended.

Dr. Lundbohm, who comes as the new executive of the special mission recently sent by Sweden to the United States, succeeds Herman Lagercrantz, who left here two months ago. The general impression here has been that the commercial mission was not very successful because of its inability to furnish the statistics desired by the Washington Government. The four diplomatic pouches detained by the British are believed to contain the very information desired by Herbert Hoover before he estimates the amount of food that Sweden can be permitted to have.

Dr. Lundbohm's departure from Sweden before the recent revelations of irregularity in cable communications between Argentina and Germany makes him unfamiliar with what has taken place in connection with that phase of the general controversy between Sweden and the Entente Powers, but he is of such prominence in his own country that undoubtedly he will consult with Minister Ekengren, who is expected back in Washington in two or three days, about the entire question of better relations between the United States and Sweden. If it should be impossible for the Swedish diplomats to communicate with Stockholm in cipher, the mission is probably doomed to fail, and the efforts of Swedish officials here to bring about a better understanding will come to naught. Secretary Lansing has stated that the mere fact some of the officials in the Stockholm Foreign Office are accused of complicity in the sending of messages to Germany did not mean that the United States Government must cease to deal with the present Government of Sweden. Mr. Ira Nelson Morris, the American Minister to Sweden, is in constant touch with high officials of the Swedish Government and the impression here is that Sweden intends to take corrective measures that will leave no doubt of her good faith and honesty.

NOTICES.

LIFTS
and
WAYCOOD-OTIS
ELEVATORS
FOR ALL PURPOSES.
FOR QUOTATIONS APPLY TO THE
SOLE AGENTS:—
DODWELL & CO., LTD.
MACHINERY DEPARTMENT.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment.
Principal features: Small Premium, Liberal Surrender Value,
No Medical Examination, Return of Premium in the Event of Death,
and Numerous Options at the Age of 25.
WRITE FOR PAMPHLET AND FULL PARTICULARS TO
DODWELL & CO., LTD. Agents.

YALE CHAIN BLOCKS.

TRIPLEX, DUPLEX, & DIFFERENTIAL
TROLLEYS & TROLLEY TRUCKS.
CRANES &c.

SOLE AGENTS:—

BRADLEY & CO., LTD. MACHINERY DEPT.
QUEEN'S BUILDING, CHATER ROAD, HONGKONG.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

ESTABLISHED 1883.

MANUFACTURERS OF

PURE MANILA ROPE

8 STRAND 1 1/2 to 1 5/8" CIRCUMFERENCE
CABLE LAID 3" to 15" CIRCUMFERENCE
4 STRAND 3" to 10" CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.
Prices, Samples and full particulars will be forwarded on application.
SHEWAN TOMES & CO. General Managers.

BRITISH
PILSENER
BEER

ALLSOPP'S

BURTON
ON
TRENT.

SOLE AGENTS:—

**CALDBECK
MACGREGOR
& CO.,**

15, Queen's Road, Central.
TELEPHONE NO. 75.

ASTHMA
CAN BE CURED.

WHEN you feel suffocated, and sit up
all night coughing and gasping for
breath when a SINGLE dose of

NOBBS' ASTHMA CURE

will give you certain, prompt relief and
secure a good night's rest. This
is the only genuine cure for Asthma, discovered
by Mr. NOBBS, a qualified Chemist, and
a sufferer for many years, will, if taken
when necessary, effect a radical cure of
this terrible incurable malady.
Obtainable at Messrs. A. S. WATSON
& Co., Ltd., and all Chemists and Patent
Medicine Vendors.
Price: \$2.50 per bottle.

SINGON & CO.

Established A.D. 1880.
IRON, STEEL, METAL AND HARD-
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pig Iron and
Tender Coal Importers. General Store,
Grocery and Shipchandlers. Nos. 24 and
25, King's Road, (2nd Street, v.v.
of Central Market) Telephone No. 312.

TSANG FOOK.

100, Wanchai Road, Telephone 477.
PIANO & ORGANS REPAIRED, TUN-
ING & REGULATED. GIBBS & POLISH-
ING. WORK A JUBILANT GUARANTEE.
LOWEST CHARGES. CONSISTENT
WITH BEST WORKMANSHIP. ESTI-
MATES GIVEN ON REQUEST.

NOTICE.

Glaxo

Gold Medal International Medical Congress Exhibition.
By Royal Appointment to the Court of Spain.

Builds Bonnie Babies

To be obtained at all Chemists & Stores.

ASK YOUR DOCTOR.

HOTELS AND CAFES.

THE HONGKONG HOTEL

AND

GRILL ROOM.

J. H. TAGGART, Manager.

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIFTEEN MINUTES FROM PRINCIPAL LANDING STAGE.
FIRST-CLASS RESIDENTIAL AND TOURIST HOTEL. Unrivalled for Comfort, Health and
Convenience. Telephone in Every Room; prompt attention maintained by air, land, and sea.
Modern, airy, and beautiful. Culture, food, garden, and social life. European Standard
Hotel. Steamers.

P. O. PEUSTER, Manager.

GRAND HOTEL.

A first-class and up-to-date Hotel, most central location within the vicinity of all the
principal Banks. Needed for the best Food, Refreshment, Accommodation and Cleanliness.
Cuisine under European Supervision.

A first-class string Orchestra renders selections from 5.30 P.M. to 11.30 P.M.

Special monthly terms for residents and for Shipping People.
For further particulars apply —

Manager.

Telephone No. 197. Telegraphic Address "COMFORT."

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 373. Telegraphic Address: "VICTORIA"

J. WITCHELL,
Manager.

STATION HOTEL.

KOWLOON.

First class and most up-to-date Residential and Tourist Hotel. Two minutes
from the Ferry. Moderate tariff and most excellent cuisine under entirely European
management. Monthly and Family rates can be arranged in most reasonable
terms.

Apply:—THE MANAGER, Kowloon.

Telegraphic Address: "TERMOTEL." Code Used: A.B.C. 5th Edn.

NEW MACAO HOTEL.

PRAYA GRANDE, MACAO

The above Hotel was opened on August 1st, 1914 under new Proprietorship and Management.
The Hotel now offers, for Residents and Tourists, excellent accommodation. Large dining room
facing the sea. It has been entirely renovated throughout and newly furnished, and is now up-to-date
in every respect. Large and airy rooms, excellent sanitary arrangements, Hot and Cold Baths,
Electric Light and Fan, Private and Public Bar and Billiards. Terms Moderate. For further
information apply to
THE MANAGER. Telegraphic Address "Phoenix."

Grand Hotel de l'Europe, Singapore.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.

EXCELLENT CUISINE.

ARTHUR E. ODEL.

(Late Grand Hotel, Southcliffe, England, and
Royal Palace Hotel, London, W.E.)

NOTICES.

TEL. NO.
1877.TEL. NO.
177.

MACKENZIE'S FOOT RELIEF POWDER.

is especially adapted for overcoming the undue perspiration
and sensitiveness of the feet during hot weather.
This powder will be found invaluable for correcting those
uncomfortable conditions of the feet which arise
from excessive perspiration, fatigue, burning, etc.
PRICES FIFTY CENTS PER TIN.

THE COLONIAL DISPENSARY.

CHEMISTS & DRUGGISTS.

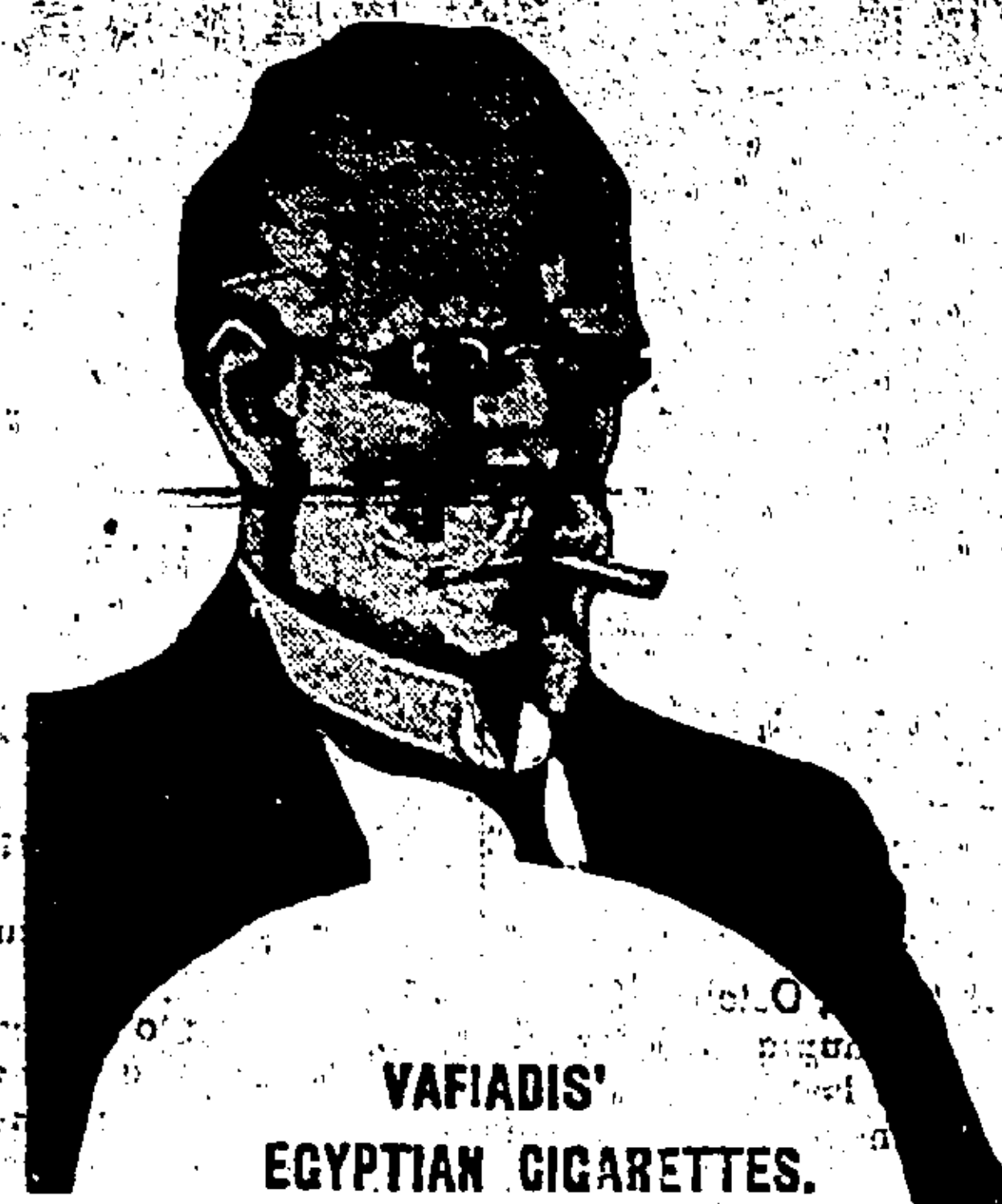
14, QUEEN'S ROAD CENTRAL, HONGKONG.

FRENCH LESSONS.

C. MOUSSION,

15, Morrison Hill Road.

NOTICES.



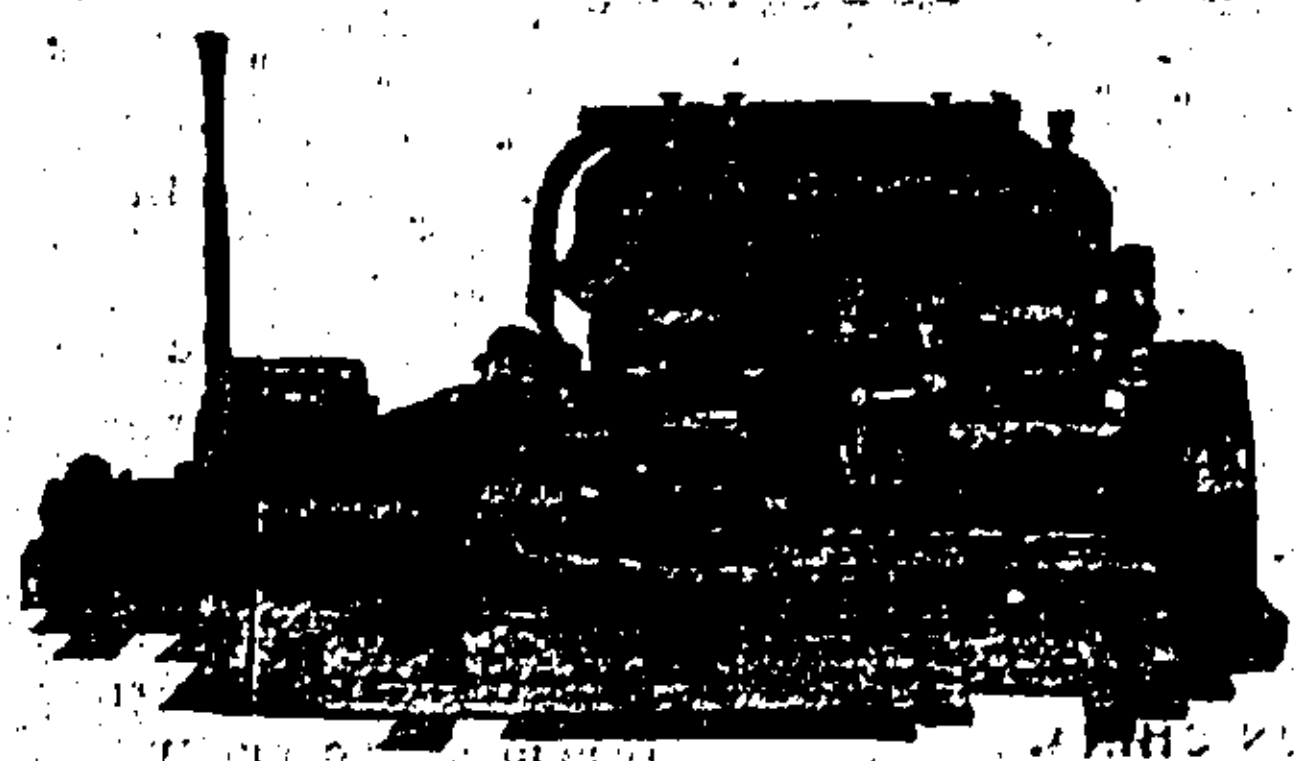
VAFIADIS'
EGYPTIAN CIGARETTES.

Imperial Bouquet per	100	\$5.30
Crown Prince	100	4.65
"	50	2.35
"	10	.50
Extra Fine (Grand Format)	50	2.35
Nectar	50	2.35
Yildiz	25	1.10
Club Size	10	.40
Non Plus Ultra	100	3.60
"	50	1.85
"	20	.75
Superline	100	2.40
"	50	1.20

SOLE AGENTS:—

THE HONGKONG CIGAR STORE CO., LD.

HOTEL MANSIONS.

"CAILLE" AND "SCRIPP'S"
MARINE MOTOR'S
LARGE VARIETY JUST ARRIVED.
FROM 2 1/2 to 30 H. P.

STANDARD BOATS FROM 16 TO 30 H.
A COMPLETE 16 H. MOTOR BOAT POWERED
WITH 2 1/2 H. P. "CAILLE" MARINE MOTOR
PRICE \$450.

INSPECTION CORDIALLY INVITED.

ALEX. ROSS & CO. SOLE AGENTS.

4, DES VŒUX ROAD, H.K. TEL. 27.

REMINGTON ... No. 10.
OLIVER ... No. 5.
UNDERWOOD ... No. 5.
L. C. SMITH ... No. 2.
SMITH PREMIER ... No. 10.
ROYAL ... No. 5.

PRICES \$50 TO \$150.

Machines are in first class Condition and ready for
immediate delivery.

Apply:

WILLEM HEYBLOM,

POWELL'S BUILDING,

12, DES VŒUX ROAD.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND
HARDWARE MERCHANTS.

PHONE NO. 1116.

25, WING WOO ST.
CENTRAL.

GENERAL NEWS.

Japan and the Pope's Note.
The Japanese Government, through the British Government, has replied to the Pope's unofficially that the peace proposal of the Pope is inopportune.

More Beer for Sheffield.
The Food Controller has decided to allot to Sheffield enough barley to produce 15,000 additional barrels of beer. This is to come from the barley retained under the supervision of the Food Controller for allocation among the munition and agricultural areas.

Japan's Monetary Contributions.
Japan's monetary contributions for the relief of the Allied sick and wounded were forwarded recently through the respective Japanese Embassies and Legations. Yen 383,000 was remitted to Great Britain; Yen 383,000 each to France, Italy, Russia and Belgium; and Yen 60,000 to Serbia and Rumania.

Replacement of French Shipping Losses.

M. Pellarin de la Touche, Manager of the Compagnie Transatlantique, is leaving France for the United States in order to effect an arrangement with American shipbuilders and financiers for the purchase of ships. He has full powers from a group of French ship-owners, in agreement with the Government, and Prices of Grain Reduced in Britain.

Reduction in the scale of prices which have prevailed for grain grown in the United Kingdom is announced in a despatch which was received by the Food Control Commission at Washington on September 7. Larger supplies of home grown grain are available and this with the grain which is able to slip through the cordon of submarines make reductions in the price of this class of food stuffs possible.

Berlin's War Relief.
Up to August 1 Berlin had paid \$15,250,000 in war relief. In the first year of the war the city dealt with 151,000 claims for relief at a cost of \$2,300,000, in the second year with 234,000 claims at a cost of \$5,650,000, and in the third year with 287,000 claims at a cost of \$7,800,000. Relief in the matter of rent was granted in 228,000 cases to the amount of \$2,800,000. Only \$575 was granted in aid of workmen discharged from military service who were not able to earn an amount equivalent to the relief previously granted to their families—which is considered a clear proof of the extraordinarily good wages being earned by the Berlin workmen. At present 158,000 persons in Berlin are receiving public meals.

Wills and Bequests.

An estate of the value of \$1,599,877, of which \$1,463,389 is net personality, has been left by Sir Charles Holcroft, Bart., of The Shrabbery, Kingwinford, Staffs, retired ironmaster and colliery proprietor, of the Condit Colliery Company, of Norton Canes, and formerly of James and Charles Holcroft, the Portfield Ironworks, Tipton, who died on March 11. By his will the testator bequeathed—\$5,000 to the University of Birmingham for a "Charles Holcroft Research Fund," for research work in chemistry, physics, zoology, botany, geology, engineering, mining, &c.; \$500 each to the Royal Orphanage, Wolverhampton, the Great Hospital, Dudley, and the Corbett Hospital, Shrewsbury; an annuity of \$120 to his former housekeeper, and other legacies. The residue of the property is left in trust for the testator's nephew, George Harry Holcroft. It will be remembered that in his lifetime Sir Charles had given \$100,000 to Birmingham University. Captain Francis Bevis Ellis, Northumberland Fusiliers, of the Albany, Piccadilly, W., who was killed in action on October 25, 1916, has left an estate of the value of \$40,279, of which \$38,557 is net personality. By his will, with a codicil made on active service, the testator left—\$1,000 in trust to be applied for the benefit of his soldier servant George Forrester, to whom he also gave any money he may have in France other than that in the officers' mess; any balance of money in the officers' mess is to be used for the benefit of the men in O. Company; and an annuity of \$50 to his chauffeur.

GENERAL NEWS.

A Patriotic Boy's Work.
A gift of 25s. to the Church Army Recreation Hut Fund has been received from a Surrey boy patriot who runs a little weekly paper among his friends on behalf of different war funds, devoting the proceeds of every eight issues to one fund. The Church Army gift represents the takings for June and July.

Gaelic League Ban on English.
At the Ardara of the Gaelic League at Waterford Mr. John MacNeill was nominated for the presidency of the league and was declared elected. The following resolution from the Cork branch was carried:—"That henceforth no officer of the Gaelic League shall be permitted to write to any official of the British Government in English under any circumstances, nor in Irish without being directed to do so by the Gaelic Gaithers."

Another Forestry Regiment for France.
The Washington authorities have authorized the formation of a second forestry regiment, and when it has been formed it will be sent to France for service. The hardy men of the mountains and the woods with the experience which they have had in the woodlands are looked upon as a valuable addition to the United States forces and they are expected to be an important factor in the expeditionary forces sent to the aid of the Allies.

A False Declaration.
The Rev. Charles Bigton, Vicar of Barford, Oxfordshire, and William Oscar Murray, farmer and wheelwright, of the same parish, were each fined £5 by the Deddington magistrates for having signed a false declaration sent to the military authorities by Arthur Oaleb Murray, brother of the second defendant, who was convicted a month ago for stating that he was engaged whole-time in agriculture, whereas he was partially employed as a wheelwright. The Bench considered the offence a serious one, and said the military authorities were justified in bringing it forward.

Seizure of Arms in Ireland.
In a leading article the *Free Press* recently deplored the action of the Irish Executive in making seizures of arms throughout Ireland. It thinks the time ill-chosen, and says the Irish public as a whole fully realize the appalling consequences of any more conflicts in Ireland of the nature that occurred in Easter week, 1916. It continues:—"Yet we should be blind to the signs of the times and the uneasiness among men of all parties if we did not recognize that the recent measures of the Executive are received as warnings of approaching danger. Patriotic Irishmen are growing anxious lest by another stroke of ill-luck, or by the misguided action of the Executive, or by some malign influence indifferent to the future of Ireland, the Convention should be in effect torpedoed."

A Widow's Fortune.
At North London Police Court, Thomas William Dye, 60, described as a clerk of The Gables, Empress Avenue, Woodford, was charged on a warrant before Mr. Hoddinck with the misappropriation of trust funds to the amount of £11,800. It was stated that Dye was trustee for Mrs. Alice Mand Conning, now residing at Wallacey, Cheshire, the widow of a man who had been for many years engaged in the woollen trade in the north of England. Detective Inspector Henry Brooks, of New Scotland Yard, stated that when the prisoner was told he would be arrested he said:—"There was no intention to defraud. It was put into the bank as security for an advance. All the money that was advanced to me was put into that account. As far as the money goes I did not have a penny of it for my own use. It was all put into the business of Dye and Dixon. It was the bad debts of the business that did it all." The witness took the prisoner to Stoke Newington Police Station, where he was formally charged. In reply he said:—"I don't think that amount (£11,800) is exactly correct. There has been no misappropriation." The prisoner, who asked no question, was remanded.

NOTICES.



VICTOR RECORDS
THE RECORDS OF QUALITY.
Selections from all the Grand Opera's, Musical Comedy's etc.
All the World's most famous Artists, are at your command.
20% discount allowed for cash with order.
MOUTRIE'S
EXCLUSIVE AGENTS:

Save Your Eyes
THE ONLY
EUROPEAN OPTICIAN
IN THE COLONY.
DOCTORS' PRESCRIPTIONS ACCURATELY FILLED.
N. LAZARUS,
OPHTHALMIC OPTICIAN
28, QUEEN'S ROAD CENTRAL.

KELLY & WALSH, LTD.

PRINT EVERYTHING

No Order Too Small
No Order Too Large

WORKS: Duddell Street. - Phone 1916.

BOMB KILLS U. S. HOSPITAL WORKER.

Medical Officer of a Harvard Unit a Victim.

British Headquarters in France and Belgium, September 7.—Following their policy of attacking military hospitals both near the front and in the rear, German aviators on Tuesday night dropped a number of bombs on a group of British-American hospitals on the coast. One bomb fell in a hospital occupied by a St. Louis unit, wounding one man. Other bombs fell on a Harvard hospital, killing one and severely wounding three other officers of the medical corps of the American Army. Sixteen other persons, five of them Americans, were wounded. Ten of these sixteen were hospital patients.

Washington, September 7.—No report on the attack by German aviators on American hospitals had been received to-day the War Department.

Boston, September 7.—Two hospital units, commonly known as Harvard units, are located in a coast village in France, reported

being raided yesterday by German aviators, Harvard University authorities said to-day. One is the original Harvard unit, which began its service in June, 1915, with Dr. Hugh Cabot as its chief surgeon. The second unit is called Harvard because a large part of its staff is composed of Harvard graduates and former Harvard Medical School faculty members, but, strictly speaking, it is base hospital unit No. 5. Dr. Harvey Cushing, of the Peter Bent Brigham Hospital staff, is in charge. This organization sailed last May, and is part of the American army medical establishment.

Letters received here recently stated that the hospitals, in which two distinguished Boston surgeons operate, are on different sides of the principal street in a town near the French coast.

Suspicious-Looking Chinese.
Eleven suspicious-looking Chinese arrived at Shimoroweki on September 27, and remained for Tokyo where they arrived two days later. The party was closely watched by police all the way.

Prepaid Advertisements.

ONE CENT PER WORD
FOR EACH INSERTION.

TO BE LET.

TO BE LET.—Comfortably furnished TWO-ROOMED FLAT in Central District. Moderate rental. Apply Box 325 c/o Hongkong Telegraph.

TO BE LET.—First class FURNISHED ROOMS, suitable for Single Men, or Married Couples, with or without board. Electric Light and Bells, use of Telephone. Terms moderate. Tel. No. K 3. Apply T. E. Hall, Palace Hotel, Kowloon.

TO BE LET.—A FLAT in Nathan Road, Kowloon. FOUR ROOMED-HOUSES in Kowloon.

Apply to:—**HUMPHREYS ESTATE & FINANCE CO., LTD.**
Alexandra Buildings.

TO BE LET.—OFFICES at 2, CONNAUGHT ROAD, Central. OFFICE in KING'S BUILDINGS. HOUSES in MORETON TERRACE and Wongneichong Road. HOUSES on Shamshien, CANTON.

Apply to:—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

LOST.

LOST.—Between Ferry and Public Gardens on Thursday night SMALL BROOCH—Northumberland Fusiliers Button. Finder will be rewarded on returning same to No. 1, Canton Villas, Kowloon.

WANTED.

WANTED.—MANAGER for local Hotel. Apply Box 239 c/o Hongkong Telegraph.

WANTED.—An experienced and reliable BOOK-KEEPER required. Application with testimonials to be addressed to Box No. 1131 c/o Hongkong Telegraph.

WANTED.

WANTED.—From December 1st by English couple, UNFURNISHED FLAT or HALF HOUSE in Hongkong or Kowloon. Moderate rent essential. Apply to "Flat" c/o Hongkong Telegraph.

FOR SALE.

FOR SALE.—PIANO, practically new; upright; overstrung. Price \$300. Apply to W. Izard Pedersen, 6 Morrison Hill.

FOR SALE.—GRAND PIANO, overstrung; condition like new; made for the climate. Price \$450. Apply Box 1329 c/o Hongkong Telegraph.

NOTICES.

MAISON LILY

TELEPHONE 2336.

LADIES' FRENCH DRESS-MAKERS and MILLINERS.
Now open

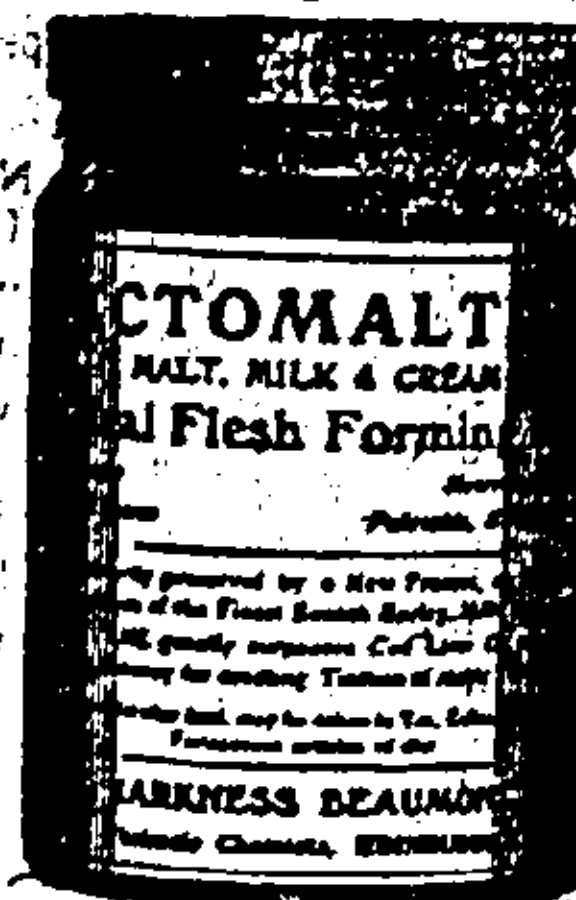
ALEXANDRA BUILDINGS, DES VŒUX ROAD. (NEXT MESSRS. KOMOR & KOMOR).

LACTOMALTINE.

An ideal Food-forming Food containing all the valuable properties of the FINEST EXTRACT OF MILK obtained from the FINEST SCOTCH BARLEY together with MILK and OREAM.

MOST DIGESTIBLE.

EXCEEDINGLY PLEASANT TO TAKE.



HIGHLY NUTRITIOUS.

PRESCRIBED BY THE MEDICAL FACULTY.

LACTOMALTINE for purposes: all preparations of Cod Liver Oil in Palatability, Assimilability and Digestibility and for its efficiency in the formation of tissues of stable texture. OBTAINABLE FROM ALL CHEMISTS, ETC.

DRAGON MOTOR CAR CO.

MOTOR CARS FOR HIRE & SALE. PROMPT SERVICE.

Sole Distributors for South China and Macao for the OVERLAND and HUDSON Motor Cars, the TRUMBULL Cycle Car, NEW COMET and the HARLEY DAVIDSON Motor Cycles.

KOWLOON BRANCH, 26, NATHAN ROAD. TEL. 425.

PROPRIETOR, C. LAURITSEN. Tel. 482.

KEROSENE OIL.

We guarantee all kerosene oil sold by us to be pure and unadulterated.

Present price:—

"WHITE ROSE."

\$5.55 per case ex store.

"COMET."

\$5.35 per case ex store.

CHING CHEONG

168 Des Voeux Road Central, 2 blocks West of Cent. Market.

KWONG YUEN.

19 Des Voeux Road, West.

PUBLIC AUCTION.

GEO. P. LAMMERT.

AUCTIONEER, APPRAISER and SURVEYOR.

FOR SALE.

MOTOR CARS, MOTOR CARS, 1917 Overland Touring Cars, 6 Cylinder, 7 Seater.

GEO. P. LAMMERT, Duddell Street.

19 Des Voeux Road, West, Hongkong, 18th February, 1917.

NOTICES.

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT

JUST TO HAND

AN EXCELLENT SELECTION OF

SOLID SILVER

ARTICLES

SUITABLE FOR

WEDDING AND COMPLIMENTARY GIFTS.

LANE, CRAWFORD & CO.

JAEGER

PURE WOOL SPECIALITIES

— JUST RECEIVED —

DRESSING GOWNS,

COATS, SWEATERS,

WAISTCOATS,

ETC., ETC.

J. T. SHAW

Tailor and Outfitter

HONGKONG HOTEL BUILDINGS.

THE GENERAL ELECTRIC CO.,

QUEEN'S BUILDINGS.

OF CHINA.

TEL. 518 HONGKONG.

Head Office:

7 Jinkee Rd.

Shanghai.

and at

Hankow

FANS

IN

STOCK.

LOWEST PRICES.

FIXED AND OSCILLATING FROM \$20.

NEW STOCKS OF 8" OSCILLATING DESK FANS WHICH CAN BE USED IN PLACE OF A 25 C.P. LAMP WITHOUT TAKING ANY EXTRA CURRENT FROM THE ELECTRICITY SUPPLY COMPANY.

THE HONGKONG & SOUTH

CHINA WAR SAVINGS

ASSOCIATION.

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.

THE UNION INSURANCE SOCIETY OF CANTON, LTD.

Honorary Secretaries & Treasurers.

Hongkong, 15th January, 1917.

CAST IRON

RAINWATER PIPES

AND FITTINGS.

FRANK SMITH & CO.

25, Abchurch Lane, London, E.C. 4.

LONDON DIRECTORY.

(Published Annually) Enables readers throughout the World to communicate direct with English

MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London & its suburbs, the directory contains lists of

EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign Markets they supply.

STEAMSHIP LINES arranged under the ports to which they sail, and indicating the approximate sailing.

PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants etc. in the principal provincial towns & industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 20s.

Dealers making Agencies can purchase their trade cards for 6d. or larger silver-plate cards for 1s. 6d.

THE LONDON DIRECTORY CO., LTD. 25, Abchurch Lane, London, E.C. 4.

FREE TO ALL OFFERS

Free to all offers of goods, services, etc. for sale or hire. Send particulars to the Editor, The London Directory Co., Ltd., 25, Abchurch Lane, London, E.C. 4.



WATSON'S
OLD
BROWN BRANDY
E
QUALITY.
25 YEARS IN WOOD.
A.S. WATSON & CO., LTD.
WINE AND SPIRIT MERCHANTS.
TELEPHONE NO. 616.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union

Office address: 11, Ice House St.

The Hongkong Telegraph.

HONGKONG, SATURDAY, OCTOBER 20, 1917.

WILL THE GERMAN FLEET VENTURE OUT?

The mutiny within the German Navy, or a part of it, has caused renewed interest to be taken in the enemy's second line of defence and has once more raised the question as to the likelihood of its venturing out to encounter the British Navy. Our naval forces have been awaiting the enemy's Fleet in the North Sea ever since the Jutland Battle, after which the Germans, or as many of them as could, dashed back to their home refuges and from that day to this remain there like so many rats in a trap. The trend of speculation on this interesting question seems to be in the direction of the belief that the Fleet of the Fatherland will in the near future make a more determined effort than it has yet made, and, in fact, concentrate all its energies upon this effort. The adventure, it is believed, will be made in response to German public opinion because of the protracted inactivity of their Navy, regarding whose prowess so much was said and so much predicted in Germany when the Germans were supposed to be looking forward eagerly to "The Day."

In a telegram received only a few days ago, it was stated that the belief was at present entertained that owing to the unrest in the German Navy, it was believed that, if for no better reason than to divert the crew's minds from the lassitude caused by their prolonged and cowardly inactivity, the Navy would soon be ordered to sea. This may or may not be the case. We may depend upon it, however, that our naval men are eagerly awaiting such an event and will readily welcome it, no matter in what strength it may come. That the Germans will set forth in all their might, it is stated to be certain. They will be accompanied, it is believed, not only by their entire submarine fleet but likewise by as many aircraft as they can possibly assemble. On good authority, it is known that the Allied Fleet have a sufficient number of vessels ready to deal conclusively with the German Battle Fleet should it soon put to sea, while the balance, which would be a large one (so great has been our naval construction during the past three years) could be set aside to be employed on enterprises to carry the war into German waters. Little, however, need be expected from such an attack, as it is well known that Heligoland, Wilhelmshaven and the Elbe strongholds and the entrance to the Kiel Canal are all so strongly fortified that they are practically impregnable. And we have learned the useful lesson from our experiences in the Gallipoli Peninsula that an attack from a floating platform against a high angle fire from a fixed platform does not pay. It is therefore highly improbable that we should ever make a big attack on the German coast line, as is occasionally stated to be likely to take place. Should the Allied surplus fleet co-operate in an attack, on a grand scale, on, say, Zeebrugge or Ostend, and for that purpose use a fleet of shallow draft monitors, substantial success might probably result. It may be asserted as being absolutely certain that the plan adopted by the Allied fleet—all the more certain now that the American Navy is on the scene to lend valuable assistance—will be one in which the speedy annihilation of German Battle Fleet will be the chief aim. It is a well known fact that but for circumstances favouring the Germans every unit of their fleet that took part in the Jutland Battle would have been wiped out.

Profiting by that experience it is certain that the German Navy is now more heavily armoured and perhaps better equipped, but it is, in our opinion, extremely unlikely that they yet consider themselves strong enough to venture forth, particularly as the German shipyards have been concentrating upon the building of submarines for a considerable time past, and are now busy with merchant ships to enable them to repair their many losses in that direction. Confident in the strength of the Allied Naval Forces, and particularly in the tremendous power of our own Navy, we can afford to await calmly any attempt which the Germans may think fit to make, be it soon or be it late.

"Our Day" Reflections.

While we have no wish to be unduly critical, and while we appreciate as much as anyone the immense amount of really hard work which was put into the "Our Day" effort by the Committee and other officials, we cannot help thinking, on reflection, that there are several respects in which a little better organisation would have been generally beneficial. As a newspaper, we are naturally vitally concerned with the question of facilities for the Press, and it is here that a deal more might have been done to help in giving publicity to the day's celebrations. It will at once be realised that it means hard work for an evening newspaper to come out on the day of the event with a full page of "Our Day" matter, even under the most helpful circumstances, but when the utmost difficulty is experienced in obtaining all the requisite information (as was the case on Thursday) the task is made doubly hard. As a general rule, we found that there was a ready willingness to supply what was wanted; that was not the chief trouble. The whole point was that there was no one person to whom Pressmen could go with the certainty of being able to obtain the necessary information. It was a case of being switched off from this official to that in an almost endless circle, and as most of them were naturally busy and pre-occupied, the poor journalist had to make the best of matters.

Common Justice Expected. All this is so characteristic of what transpires when Hongkong takes any big undertaking in hand that we feel justified in pointing these lines, but it could well be avoided by the very simple expedient, followed at Home, of appointing one or more Press "wards" (or a Publicity Committee, such as we understand the "Heather Dye" Committee has formed) whose sole duty it is to see that the newspapers are kept informed of all that is doing and to whom the heads of the several branches of activities are required to report. Then it would be a relatively easy matter for journalists to collect the information they are seeking and much needless irritation and worry would be avoided. We are afraid, however, that the Press are about the last people to be thought of in events of this kind, despite the fact that their columns are well filled for weeks before-hand with matter booming the impending functions. That is the impression created by the rather niggardly manner in which they are given facilities for reporting the happenings—a case in point being the arrangements made on Thursday for admission to the parade ground and the evening fete. Too often a policy of take all and give nothing is applied to the Press in Hongkong, and we do think it is high time those who think so materially in bringing to public notice the claims of the causes espoused are given a little more consideration. We make these remarks in no spirit of reproach or bitterness; we say what we have said on the grounds of ordinary common justice.

A Fine Record.

As we mentioned yesterday, the Hon. Mr. Wei Yek, C.M.G., retired from a twenty-one years' association with the legislative body of the Colony tomorrow. This will end a period of most beneficent public service in the interests of the Chinese community of the Colony—a work which has entailed enormous toil and labour, which has been beset with difficulties, but which has been discharged with the single aim of smoothing the path of British administration in this corner of the Empire. Mr. Wei is a typical representative of the old type of Chinese gentleman—a man of sterling qualities and great common-sense; a quiet worker, with little patience for the superficial, loud-mouthed young upstarts who talk much and do little; and one whose keen judgment has raised him to a position of high esteem among the right-thinking portion of the general community here. His relinquishment of official public work will mean a distinct loss to the Government, but he has well won a rest and has the satisfaction which comes from the knowledge of labour faithfully discharged.

DAY BY DAY.

A DAY, AN HOUR, OF VIRTUOUS LIBERTY IS WORTH A WHOLE ETERNITY IN BONDAGE.—Addison.

To-morrow's Anniversary. To-morrow is the anniversary of the Battle of Trafalgar.

The Dollar. The opening rate of the dollar on demand to-day was 2s. 7.7/8d. The closing rate will be found on Page 1.

"The Fantastics." The public is reminded that "The Fantastics" close their season at the Theatre Royal to-night.

Defence Corps Appointment. His Excellency the Governor has appointed Major D. Macdonald, V.D., to be Major in the Infantry Battalion.

Embargo Against Dogs. Until further notice no dogs brought from Shanghai or from ports in China north of Shanghai will be permitted to land in this Colony.

Died at Sea.

The body of the Chief Engineer of the Japanese steamer Shinko Maru, who died suddenly at sea on the 18th inst., has been conveyed to the Public Mortuary.

The Medical Board. His Excellency the Governor has appointed Dr. Oswald Marriott to be a Member of the Medical Board, vice Dr. Frederic Osmond Stedman, who has left the Colony.

Alice Memorial Hospital. The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the Funds of the Hospitals:—St. Paul's College, \$100.

U. S. Liberty Loan.

The Subscription List for the new 4 per cent. American Liberty Loan closes in New York on the 27th inst. The International Banking Corporation inform us that they will handle any application, free of charge.

Colonel Chapman.

It is notified that local permission has been granted to Lieut.-Col. Arthur Chapman, V.D., to retain his rank and to wear the prescribed uniform of the Hongkong Volunteer Corps, upon his resignation of his Commission in that corps.

Not Too Modest.

The Court blundered at the Magistracy this morning when an old woman, who was charged with being engaged in a bout with another aged female, commenced to disrobe, before Mr. A. Dyer Ball, to show the injuries which she had received at the hands of her antagonist. Despite the many protests of Chinese lookers-on, it was with the greatest difficulty she was restrained. Her Worship bound the women over.

BIG OPIUM HAUL.

Thirty-six Thousand Dollars Worth Seized.

This morning Revenue Inspector Wildin, discovered on the s.s. Phumpan 3,465 taels of opium to the value of \$36,000. Two men were charged in connection with the affair before Mr. J. B. Wood, at the Police Court this morning.

Mr. Mattingley defended both men.

Inspector Wildin said the first defendant was quarter master and the second man the cook. At 2 o'clock this morning defendants were actually caught in the act of hauling out bags of opium from the cargo hold, with ropes. The men were caught by revenue officers. A sampan was alongside ready to receive it. Defendants had already hauled up four bags, which contained approximately 6,000 taels, when they were seized. The case was adjourned until Friday next.

THEATRICALS.

"The Cameos" in an "Our Day" Programme.

The audience was not nearly so large as it ought to have been at the Victoria Theatre last night, when the popular "Cameos" made a welcome re-appearance and submitted a programme on behalf of the "Our Day" Fund. However, what the audience lacked in numbers it made up in appreciation, as from beginning to end the excellent programme submitted was warmly received and encores were frequently requested. "The Cameos," just returned from their tour to North China and Japan, are as "merry and bright" as ever, and they present an entertainment which can truly be said to be one of the most enjoyable of its kind ever witnessed in Hongkong. In their concerted items, as in their individual selections, this company of nine—four ladies and five gentlemen—soon prove themselves to be talented vocal and instrumental artists. Few comedians either at home or abroad are so genuinely droll as Mr. Athol Tier, and last night he was once again a great favourite, as vocalist and eccentric dancer. Miss Lyle Jeffries, in her solo items, in duets with Mr. Gerard Osborne, was also outstanding, Mr. Osborne also delighting all by his fine rendering of several songs with "catchy" airs. Miss Lillian Gascoigne's beautiful voice was again heard to advantage in such songs as "Parting" and "Solo Mio," singing the latter as a duet with Mr. Malcolm Prentice, who gave great pleasure by a fine performance on the violin. Miss Peggy Ross was as vivacious as ever, her singing and dancing being characterised by an artistic finish that was very pleasing. Miss Rhoda Windram and Mr. Kittle also shared in the honours of the evening, both being particularly clever and amusing in their song entitled "Love." At the piano Mr. Korshaw was of great assistance to the vocalists.

To-night "The Cameos" will again appear at the Victoria Theatre.

"The Fantastics."

The versatility of "The Fantastics" was further demonstrated last night, when another complete change of programme was presented at the Theatre Royal and was greatly enjoyed by all present. Quite a feature of the evening's entertainment were the classical dances by Miss Fern French, this being the first occasion on which she had appeared in this particular role. Her "Shepherd's Dance" was beautifully done, being a triumph of artistic skill. Miss Billie Seaton, in several new items, was as charming and vivacious as ever, while Miss Hilda Felstead's new turn, "The Lady Slavery," was very effectively done. The vocal and instrumental contributions of the Misses Nellie and Elsie Black were splendidly received, and the new dance and pointed patter of Miss Ivy Aldous and Mr. Fred Keeley provided one of the features of the evening. Mr. Leonard Nelson seemed to have no end of funny songs in his repertoire, and those who heard him last night were more than ever delighted with his efforts. In what is rightly termed an athletic absurdity, "The Crazy Outlets," Mr. Redhead Wilson and Mr. Fred Keeley were wonderfully smart. The whole performance went with a happy swing from start to finish. It will be repeated at a matinee this afternoon, while the season ends to-night.

Thirteen Men at the Front.

Mr. J. W. Fenwick informs the P. & T. Times that he has received news from his nephew, George, dated August 15, who is a captain in the Field Artillery. He writes that whilst out at rest a few days ago he met three Bryson brothers. Dr. Bryson is still in the line and the other two with the Chinese. Capt. Fenwick was asked to join up with the coolies but he preferred to be where he is, the other is "too slow," Kenneth Connors is with the coolies.

1892.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the week ending October 27, 1892.)

The Dollar.

Oct. 20—"The rate of the dollar on demand to-day is 2/10."

The "Bokhara" Disaster.

Oct. 22—"A very large number of residents, including His Excellency the Governor and Lady Robinson, the General Commanding the Forces and Staff, Commodore Church, a number of naval and military officers and all the foreign Consuls, were present at the Bokhara memorial service held in the Cathedral this afternoon. The Right Rev. Bishop Burdon, the Rev. R. F. Cobbold and the Rev. A. G. Goldsmith conducted the service, which was very impressive. The European survivors, including the ship's officers, Dr. Lawson and Lieut. Markham, were present."

Secretarial Appointment.

Oct. 24—"We note Mr. John Sproston has been appointed secretary of the Hongkong and China Gas Company, in the place of the late Mr. O. E. Waldock."

"Some" Yacht.

Oct. 24—"The lady who paddles our office sampan informs us that there is a circus in store for the Corinthian Sailing Club. A prominent member, reputed to know a thing or two, his name is Denison, is going to carry off a prize—or something—with his new racing yot, named the "Sudden Gerk." It is "fearfully and wonderfully made," as the missionary said when he baptised a crying baby. The new craft looks like a cross between a kerosene can and a pig trough, with a dash of whaleback blood in it. It lies at V.R.U. and the bar-boy says it is a tank-steamer, undersized; he thinks it will be useful to bring dried fish from Canton; or, if the red paint can be scraped off, it might do for a coffin, or even an ice-chest. It is flat-bottomed, or rather curved at the ends; flat sides, wider at the bottom than the top; sheer deck, cut off at a downward angle at each end, like a duck punt. It has about ten tons of lead in the basement, on top of which is a fine concrete skating rink. There is a hold in the roof, about as big as a Huntley and Palmer biscuit box, with a rail an inch high to keep the wind out. It has a single short mast, and will, we believe, carry a tremendous lug-sail but nothing else. The rudder will have to be of the fin type, as there is no place for a rudder post. With its flat sides it should have a better grip than keel or centre board, and its pointed bow will do for a fine ram, if nothing else. It is expected to revolutionise yotting. Personally we expect it will revolutionise the yotmen on board—overturn them completely, in fact—and then retire from public life. We should sooner go to sea in a policeman's "hoe."

A Chinese "Invasion."

Oct. 27—"Goodness, gracious! What is this disease that is coming upon us? Actually another large, pea-green Chinese torpedo-boat came dashing this forenoon into the waters of this important out-post of a mighty Empire upon which the sun, the moon and the stars never set—and anchored near Murray Wharf, dangerously near the bath-house. A regular Chinese invasion!"

Mosquitoes' Flights.

Dealing with the flight of mosquitoes, Dr. J. A. A. Le Prince and T. H. D. Griffiths, in U.S. Public Health Reports, state:—"Anopheles were stained in nets by spraying with a 1 per cent. aqueous solution of eosin from an atomizer. Their flight extended approximately a mile from a breeding place, producing very profusely. Beyond this distance stained specimens were not found. The distance of flight from a place producing very freely, but less profusely, was decidedly less—approximately a half-mile. Stained specimens of A. quadrimaculatus were taken as follows: Two at 3,245 ft., three at 3,690 ft., one at 2,800 ft. In one test they flew across a river 800 ft. wide in returning to a plantation from which they were originally caught."

Archdeacon Dennis, who has died at sea on his way home from West Africa, achieved a difficult task when he translated the whole of the Bible into Ibo. The Archdeacon once told a lecture audience that in this language—which is current among 3,000,000 tribesmen in Southern Nigeria—the same word has to serve for "might" and "right," whilst "servant" and "slave" are synonymous. Other obscure tongues present translators of the Bible with similar or worse difficulties. In the language of New Britain no verb can be found meaning "to forgive." The only equivalent for "festival" in one of the Indian dialects is a word which means literally "much beer drinking." The missionary who translated the Gospel of St. Luke into Binendens for a tribe in Papua was handicapped by the fact that they regard the throat, not the heart, as the seat of emotion. Hence "a throaty" man was "sorrow," a "throaty" man was "wise" and "a throaty" man was "wise" and "a throaty" man was "wise."

TO-DAY'S MISCELLANY.

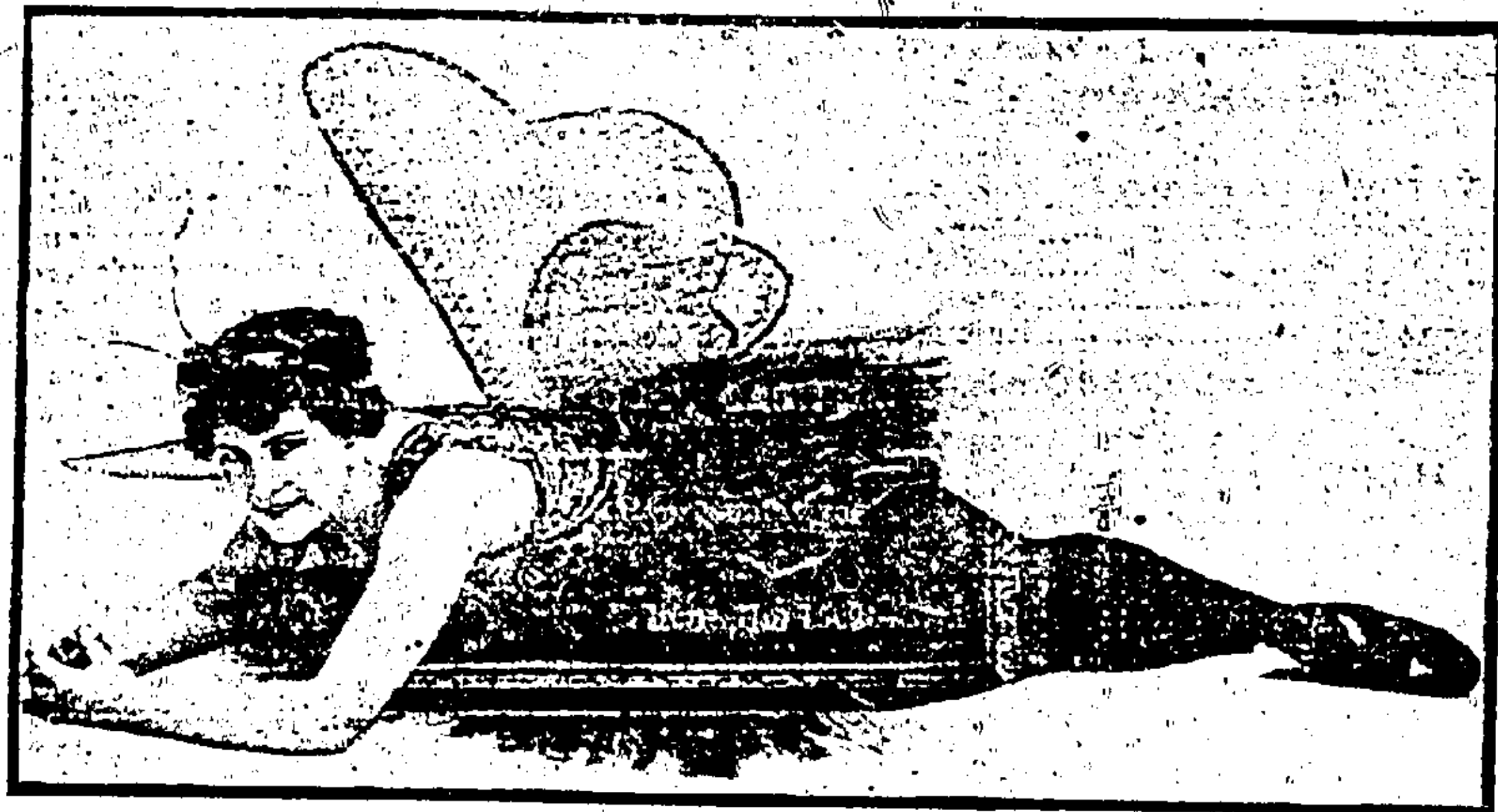
Extract from a letter of Florence Nightingale's which a correspondent has sent to the Daily News:—"I remember a sergeant who, on picket—the rest of the picket killed and himself battered about the head—stumbled back to camp, and on his way picked up a wounded man and brought him in on his shoulder to the lines, where he fell insensible. When, after many hours, he recovered his senses—after tramping—his first words were to ask after his 'comrade.' 'Is he alive?' 'Comrade, indeed! Yes, he's alive.' 'It is the General!' At that moment the General, though badly wounded, appeared at the bedside. 'Oh, General, it's you, is it, I brought in? . . . I'm so glad. I didn't know your honour' but—if I had known it was you, I'd have saved you all the same!' This is the true soldier's spirit."

Now that war pictures are the fashion in our art galleries (writes a correspondent to the Manchester Guardian) the fame of the most remarkable of all battle painters may reach a larger public—though there is just a doubt about it, if it is true, as your art critic suggested the other day, that it is the desire of Governments to interest the home public in this direction without unduly disturbing it. The Russian artist Vasil Verestchagin was one of the few battle-painters who have insisted on seeing the object as in itself really is. His war pictures are at once a grisly revelation and a vehement protest. "I want my paintings to be horrible," Verestchagin once said; "the people must know what war really is." Verestchagin did not take his subjects second-hand; but marched with armies; sharing all their hardships and their horrors. He accompanied the Russian expedition into Turkestan; he took an active part in the defence of Samarkand; he fought in the war with Turkey. It may in the truth be said that he found his inspiration at the very cannon's mouth. And in the end, by a grim touch of irony, it was the agency of war itself that sent this "apostle of peace" to his death at the height of his artistic power. He perished in the explosion that destroyed the Russian flagship Petropavlovsk outside Port Arthur in 1904.

The officer was lecturing the new recruits on the preventive measures for gas attacks, and the necessity for the smart adjustment of gas-helmets. "Remember," he said, "there are only two classes when the gas alarm is sounded—the quick and the dead!"—One more Anglo-French story. A coal merchant, with a very slight knowledge of French, was asked one day by a lady what price his coal was. Thinking it a splendid opportunity to stir his French, he replied: "A la carte, 25s. per ton; au-de-sus, 28s.; one shilling extra for putting in bags."

Archdeacon Dennis, who has died at sea on his way home from West Africa, achieved a difficult task when he translated the whole of the Bible into Ibo. The Archdeacon once told a lecture audience that in this language—which is current among 3,000,000 tribesmen in Southern Nigeria—the same word has to serve for "might" and "right," whilst "servant" and "slave" are synonymous. Other obscure tongues present translators of the Bible with similar or worse difficulties. In the language of New Britain no verb can be found meaning "to forgive." The only equivalent for "festival" in one of the Indian dialects is a word which means literally "much beer drinking." The missionary who translated the Gospel of St. Luke into Binendens for a tribe in Papua was handicapped by the fact that they regard the throat, not the heart, as the seat of emotion. Hence "a throaty" man was "sorrow," a "throaty" man was "wise" and "a throaty" man was "wise" and "a throaty" man was "wise."

"FANTASTICS" FAREWELL.



Miss Fern French in the Moon Moth Dance.

To-night will be the last opportunity of seeing "The Fantastics," as they leave Hongkong to-morrow. The new programme presented last night by this wonderfully versatile company was a tremendous success, every number winning enthusiastic applause. Miss Fern French was especially charming in her classical dances, while new and delightful numbers were also presented by other members of the Company.

CONVERTING MR. PETTIGREW.

By Harold Brighouse, Author of "Hobson's Choice."

Will Charlesworth was the bank clerk who would not join the army till he had to, because he used to have match stalks in the place where his legs should have been, and burst his old civilian trousers to tatters by trying them on when he came home on leave after a year of training and trench, and the kind of food that the German submarines have reduced the British army to eating. It was only about three times as much a day as he ate when a clerk that Will could get now. It is what is known in the German papers as "starving" Great Britain. The more a soldier puts on weight, the more he is starved.

Well, that is who Will was, and he came home for his second leave from the front and went along to see Mr. Pettigrew, who managed the bank where Will used to add up rows of figures until they made a soldier of him and put legs where the match stalks used to grow.

Mr. Pettigrew was a number of things besides being a bank manager, and chiefly he was a pessimist. He was a pessimist about England and an optimist about Germany. He had ideals, and the worst of an idealist is that if the facts do not fit the ideals, the idealist ignores the facts. Pettigrew had an ideal called Peace and he declined to see the facts that stood in the way between him and his ideal. He also had a nightmare permanently with him about the daily cost of the war.

Will blew into the office like a breath of mountain air in a confined room, and shook Mr. Pettigrew's flabby hand with the grip of hearty health.

"How are you, Mr. Pettigrew?" says Will.

Pettigrew groaned. "This awful war!" he said.

"Oh, it's a war all right," said Will. "Some war and all war is awful. Nobody's denying that. The question is what we are going to get at the end of it."

"The end. When will that be?"

"When we've finished," said Will. "That's when. If you want it in date I can't tell you. Ask the loser, he might know. The winner does not worry."

"In this war," said Mr. Pettigrew gloomily, "there is neither winner nor loser."

"Quinine might be some use to you," suggested Will. "You need a tonic."

"Peace is the tonic I need," defined Mr. Pettigrew. "We can have as good a peace to-day as we shall get if we go on fighting for another two years."

"Who told you that?" asked Will.

"Peace without victory," quoted Mr. Pettigrew.

"I dare say," said Will, "only he changed his mind. Right is more precious than peace. That was his second thought, and second thoughts go. Never mind Wilson. He's all right, and the Americans are in France to prove it. You're a bank manager and you have a head for figures."

"I've a head that aches with thinking of the cost of the war," said Mr. Pettigrew.

"Then I've a cure for you," said Will. "If you pay for a thing and get value, do you grouse? What's the test of success in war?"

"Victory," said Mr. Pettigrew.

"That's an admission from a man who talks of peace without victory," said Will. "And we'll take it further. What's the test of victory? What's the sign that you are winning?"

"Prisoners," said Mr. Pettigrew, "and I've never seen a German prisoner in my life."

"You've not missed much," said Will. "He's not aesthetic. I've nabbed him and I know. Prisoners are one test. But there's a letter, and that is gone. However, we'll take your test. You know what arithmetical progression is? Of course you do. You manage a bank. You say that if the war goes on another two years, we shall be no better off than we are. Well, here is your test in prisoners. We have taken, at the end of June, 117,000 odd prisoners on the main fronts, with a few we don't trouble to count in Africa and places like that. Well, counting all in, on all fronts, we have lost 53,000. Who's winning?"

Mr. Pettigrew was too busy noting the numbers to reply. Perhaps he could think of no reply to help his case. Will smiled a little.

"Guns are the better test," he said "in modern war. Got your pencil ready? You'll need it. We have taken during the war 739 Boche guns. The Boche has taken from us 127 guns, of which we recaptured 39, which are not included in the 739. Got that?"

"It's really very astonishing," said Mr. Pettigrew.

"Wait a bit," said Will. "Those guns they took from us, 84 of them were taken in the first few months of the war when we had not begun really to sit up and take notice. And they have not taken a single gun from us since April 1915. Now, Mr. Pettigrew, as man to man, are you getting value for money?"

"Yes," said Pettigrew.

"Well," said Will, "I know there's a kind of Englishman who thinks every German is a miracle and every Englishman a mug."

"No, no," protested Mr. Pettigrew. "I'm not."

"Well, you don't now, anyhow. You hadn't the foggiest notion of what we are doing and of what we have done. You're bored to the teeth with the war because you have nothing to do but sit at home and carry on with the bank. It's enough to make a man morbid. Only this war won't be won in the banks of England, and its being won all right in the place where wars are won."

The facts about Mr. Pettigrew are that he allowed three overdrafts that day to extremely doubtful clients. If that does not prove optimism in a bank manager, nothing will.

TO-DAY'S ADVERTISEMENTS.

CANTON KOWLOON RAILWAY.

TENDERS for the supply of Liquors and Refreshments at the Terminal Stations at TAI SHA TAU and Kowloon and on all trains on the above Railway.

It is hereby notified that sealed Tenders which should be clearly marked "Tender for the sale of Refreshments and Liquors on the Canton Kowloon Railway" will be received at the Head Office of the British Section at Kowloon, and at the Office of the Managing Director at TAI SHA TAU until noon of SATURDAY November 3rd.

Forms of Tender and full particulars may be obtained at the Head Office at the British Section at Kowloon or of the Head Office of the Chinese Section at TAI SHA TAU.

The Railway does not bind itself to accept the highest or any tender.

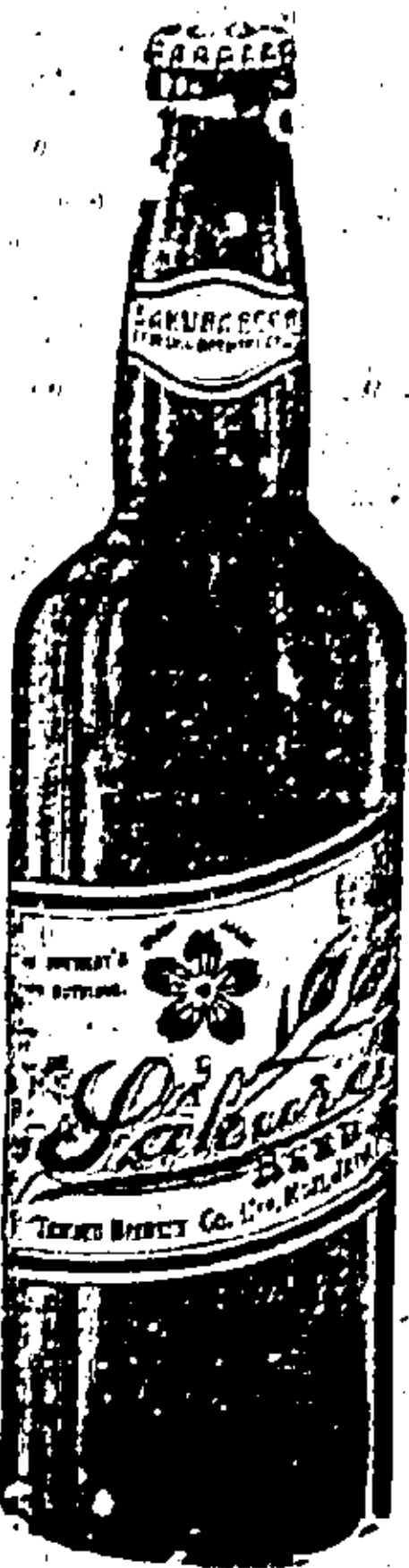
E. P. WINSLOW, Manager, British Section.

WEN TEH CHANG, Managing Director, Chinese Section. 20th October, 1917.

TO BE LET.

TO BE LET.—No. 25, Des Vœux Road, Central, 1st floor (above the Dragon Garage) suitable for OFFICES, etc.—Apply to Box No. 183, c/o "Hongkong Telegraph."

SAKURA BEER



SOLE AGENTS: SUZUKI & CO. TEL. 468. ALEXANDRA BUILDING.

DAIRY FARM NEWS.

PURE MILK

An ideal summer beverage

and

the most nutritious food.

DAIRY FARM MILK

is

SAFE MILK.

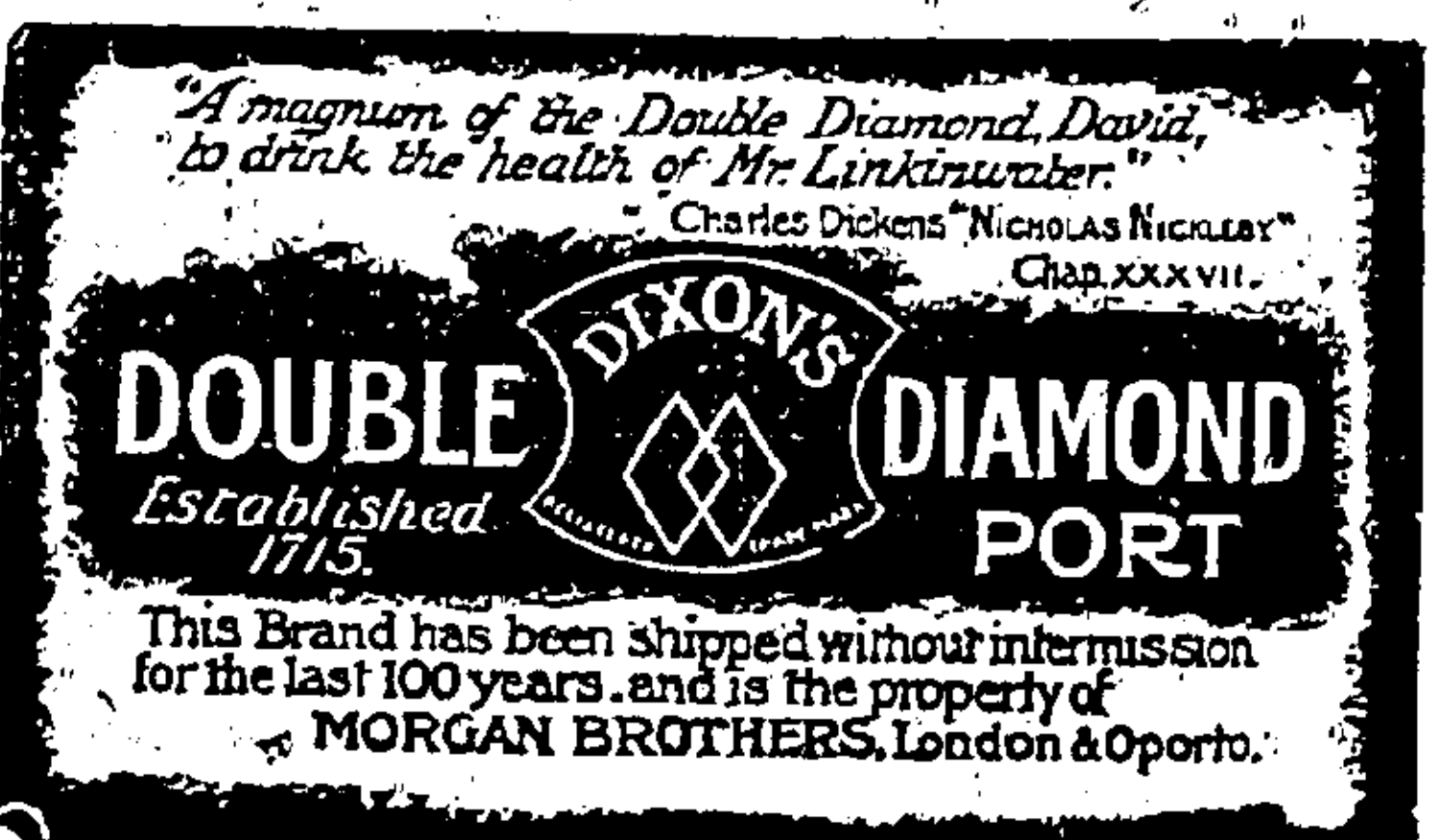
WE LITHOGRAPH OR PRINT

POSTERS - - - PROGRAMMES MENUS etc., etc.

AT SHORT NOTICE

SOUTH CHINA MORNING POST, LTD. 3, WYNDHAM STREET. TFL 440.

A HISTORICAL PORT



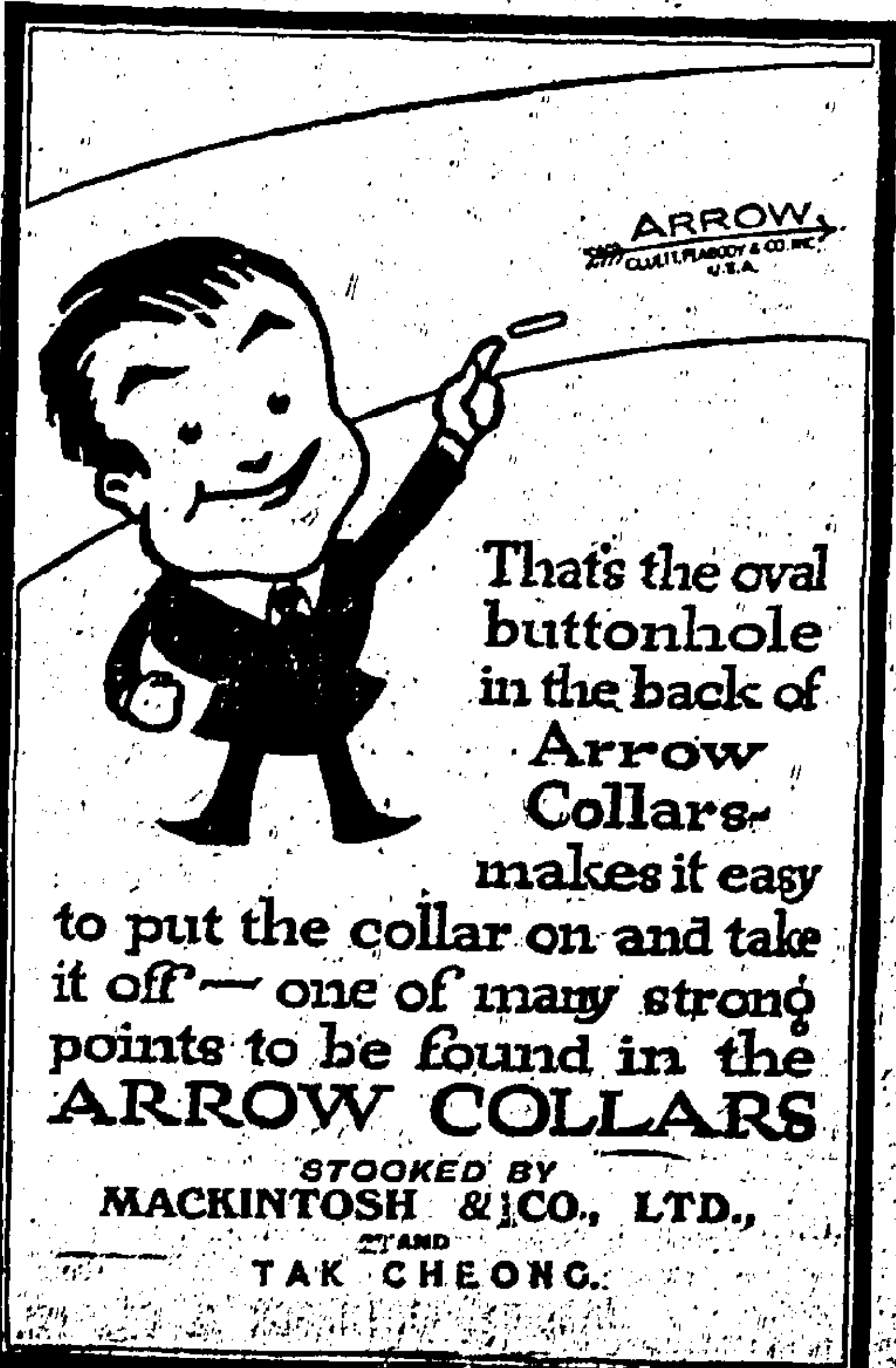
CAN BE HAD FROM ALL WINE AND SPIRIT MERCHANTS.

SOLE AGENTS:

H. RUTTONJEE & SON,

16, Queen's Road.

TO-DAY'S NEW ADVERTISEMENT.



It is not much trouble

to ask for *Summit* COLLARS by name

—and you'll have no trouble with style, fit or comfort when you get what you ask for.

WE STOCK 20 DIFFERENT STYLES AND NEARLY ALL IN QUARTER INCH FITTINGS.

MACKINTOSH

Men's Wear Specialists,

16, DES VŒUX ROAD.

TELEPHONE NO. 29.

Wm. Powell Ltd

TELEPHONE 346

NOW SHOWING SPECIAL MATERIALS FOR

SPORTS COATS

INCLUDING

IRISH, SCOTCH, HARRIS

AND OTHER

HOMESPUNS.

PRICES FROM \$15.00 to \$30.00

STYLE AND COMFORT GUARANTEED.

NEW

"PHENIX" RECORDS

(MADE IN ENGLAND)

80 CTS. NET

DOUBLE SIDED.

THE ANDERSON MUSIC CO., LTD.

16, DES VŒUX ROAD,

TEL. 1322.

THE TOP NOTCH.

"King George IV" Scotch Whisky.



THE DISTILLERS COMPANY LIMITED, EDINBURGH.

SOLE AGENTS: GANDE, PRICE & CO., LTD.

WINE MERCHANTS, 1, QUEEN'S ROAD, CENTRAL, HONG KONG.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS

LONDON & BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID & MARSEILLES.

SHANGHAI, MOJI, KOBE & YOKOHAMA.

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to:-

P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.E. V. D. Parr,
Superintendent.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira, & SEATTLE via Shanghai, Moji, Kobe, Yokkaichi, & Yokohama.	Tokiwa Maru Capt. Ogura	T. 15,130 [SATUR., 8th Dec., at noon.
SHANGHAI and Kobe	Kaga Maru Capt. Komatsubara	T. 12,500 [THURS., 25th Oct., at 11 a.m.
SHANGHAI, Nagasaki and Kobe	Katori Maru Capt. Kon	T. 21,000 [SATUR., 27th Oct., at 11 a.m.
SHANGHAI, Kobe and Yokohama	Kashima Maru Capt. Tozawa	T. 21,000 [WED., 14th Nov., at 11 a.m.
NAGASAKI and Kobe	Saki Maru Capt. Yoshikawa	T. 12,500 [WEDNESDAY, 24th Oct.
Kobe	Yokohama Maru Capt. Terada	T. 12,500 [SATUR., 20th Oct., at noon.
SHANGHAI, Kobe and Yokohama	Ceylon Maru Capt. Tsuda	T. 10,000 [SUNDAY, 4th Nov.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).

NEW YORK via Shanghai, Kobe, Yokohama, San Francisco, Panama and Colon.
Wireless Telegraphy.
Telephone Nos. 292 & 293.
NIPPON YUSEN KAISHA.
B. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Steamers.	Tons.	Leave Hongkong.
TOYO MARU	23,000	25th Oct.
YAMATO MARU	11,000	10th Nov.
SHINYO MARU	22,000	23rd Nov.
PERIA MARU	19,000	7th Dec.
KOREA MARU	18,000	19th Dec.
SIBERIA MARU	18,000	31st Dec.

The S.S. "NIPPON MARU" and S.S. "PERIA MARU" omit call at Shanghai.
SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, BALBOA, CALLAO, ARICA AND IQUIQUE.
THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.
Steamers.
Tons.
ANYO MARU 15,500
SEIYO MARU 17,200
SUIYO MARU 14,000
These are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to routes, sailings, etc., apply to
T. DAICO, Agent,
KING'S BUILDINGS.
Telephone Nos. 2374 & 2375.

JAVA PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN L.I.N.Monthly Service between
MANILA, HONGKONG AND SAN FRANCISCO.
Next sailings for SAN FRANCISCO via NAGASAKI.
Subject to change without Notice.
Sailing from Hongkong to San Francisco:
S.S. Tjisondari 25th Oct. S.S. Tjikembang
Bintang Arakan
ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.
For particulars of Freight and Passage, apply to—
JAVA-CHINA-JAPAN L.I.N.
Managing Agents.
Hongkong, York Buildings.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

IS.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.
NOVEMBER 16, 1917 & JANUARY 28, 1918.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street, Tel. 1934.

THE ROYAL MAIL STEAM PACKET COMPANY.

Owners of The "SHIRE" Line of Steamers.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

Please Apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 315, 316, 317, 318.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SWATOW & SHANGHAI	Yingchow	21st Oct. at d'light.
SHANGHAI	Chenau	23rd Oct. at noon.
SHANGHAI	Sinkiang	25th Oct. at noon.
SHANGHAI	Anhui	27th Oct. at 4 p.m.
TIENSIN	Huichow	28th Oct. at d'light.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE.—TWIN-SCREW STEAMERS. Excellent Saloon accommodation. Amidships; Electric Light and Fans in Saloon and State-rooms.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong October 19, 1917.

JAVA-CHINA-JAPAN L.I.N.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijlhatap	Amoy	26th Oct.	27th Oct.	Kobe
Tijlmanok	Saigon	28th Oct.	29th Oct.	Java
Tijlpanas		24th Oct.	1st Nov.	Shanghai
Tijlwing		25th Oct.	4th Nov.	Kobe

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN L.I.N.
York Building.

Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haihong... [J. W. Evans ...] F.R.L., 26th Oct., at noon.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
MANILA	Yuensang	Sat., 20th Oct. at 3 p.m.
SANDAKAN	Mausang	Tues., 23rd Oct. at noon.
HAIPHONG	Taksang	Wed., 24th Oct. at 7 a.m.
MANILA	Loongsang	Sat., 27th Oct. at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified surgeon. This line is temporarily discontinued owing to the war. Particulars on application.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Amoy. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Southern and Yangtze Ports via Shanghai, through bills of lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained, with Manila by vessels with good passenger accommodation, sailing from both ports every Saturday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at other west coast ports.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kadat, Jesselton, Labuan, Tawau and Labud Daru.

TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Wedau and Utsun.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE—NEW YORK.

Branches and Agencies in all parts of the Commercial World.

BANKERS.
FORWARDERS.
TOURIST AGENTS.

AMERICAN EXPRESS TRAVELLERS CHECKS

the best form in which to carry travel funds

13, QUEEN'S ROAD, CENTRAL, TEL. 200, 201, 202, 203

SHIPPING NEWS.

New Tonnage Building in the States.

The U.S. Government has commandeered all merchant vessels of more than 2,500 tons now building in the shipyards of the nation. There are now building in the country's yards about 700 ships, totalling more than 1,500,000 in tonnage. Most of it is contracted for by foreign firms. The completed American vessels will be retained by the board for operation. Final disposition of the foreign craft will be left to negotiation between the United States and Governments concerned. The requisition order requires the speedy completion of ships now building, the plans and specifications of the ships, copies of all contracts and agreements affecting the vessels commandeered, payments made and amounts due. Shipbuilders are ordered to report immediately, all additional contracts under consideration, their character and extent, and are ordered not to enter into any additional contracts for merchant tonnage without express authority from the Emergency Fleet Corporation. The commandeering order includes necessary materials, machinery, equipment, outfit and commitments for them.

Norway's Mercantile Marine.

The Christiania correspondent of "The Morning Post," says that M. Bruhn, the director of the Norwegian Bureau Veritas, which represents the shipping industry, has been interviewed on the subject of the possibility of restoring the Norwegian Mercantile Marine to pre-war conditions. He takes a gloomy view of the situation owing to the fact that since the United States entered into the war it has been impossible to get vessels built in America. The situation in Norway, too, he said, is extremely unfavourable, the shipbuilding yards not being able to obtain steel plates and other materials that have to be imported. The construction of wooden sailing ships during the war had been advocated, but these would not prove of very great practical utility, and in some respects the same remark applied to the new vessels built of concrete, although the latter promised to be suitable for coasting and North Sea traffic. As regards prospects after the war, he anticipated that freights would continue to rule high for a long time to come and the cost of labour would not fall all at once. The consequence would be that vessels would continue to be very expensive for a long time to come.

Panama Canal Salvage.

The "Panama Canal Record," the official organ of the canal, in a recent issue, remarks:—The canal tug *Reliance*, which was sunk directly outside the outer end of the West Breakwater in Limon Bay on Dec. 27, was towed to Onstobal and placed in the dry dock there for repairs July 13. She had been raised to the surface in the evening of July 12. The tug sank in from 40 to 45 feet of water, resting on even keel. A diver passed cables around the bow and stern of the tug. A barge was towed directly over the wreck, from which the masts, smoke stack, and ventilators had been removed and the cables were passed over the barge. Water was then pumped into the barge until it was low in the water, with the dock swash and waves breaking over the coaming. The cables were tightened, after which the barge was pumped out. Rising, it lifted the tug well clear of the bottom. The barge and the suspended wreck were then towed by the dredge *Culebra* into the quiet waters in the lee of the West Breakwater. The two 250-ton floating cranes were brought from Gaillard. Out on the morning of July 12 and the tug was raised to the surface of the water at 6 p.m. the same day, after which it was pumped out and towed to the dry dock. Submergence for six and a half months had resulted in the tug's being covered with scale and barnacles, and the pilot house was gone as the result of wave action. Marine borers had attacked the tender and deck. The machinery and boilers and hull, however, appear not to have been damaged seriously. Work on overhauling the tug and placing it in condition for operation is being rushed.

CANADIAN PACIFIC
OCEAN SERVICES LIMITED
QUICKEST TIME ACROSS THE PACIFIC
To Canada, United States and Europe via Vancouver
in connection with the Canadian Pacific Railway.
EMPRESS OF ASIA. EMPRESS OF RUSSIA.
30,625 tons displacement. 30,625 tons displacement.
Electric Host in Every Cabin. Electric Light in Every Berth.
One, Two and Three-Bedroom Suites with Private Bath.
Laundry—Gymnasium—Verandah Cafe.
EMPRESS OF JAPAN. MONTEAGLE.
11,000 tons displacement. 12,000 tons displacement.
Twin Screw Steel Steamships, with Modern Accommodations.
Excellent Table. Reduced First Class Fares.
S.S. "Monteagle" calls at Moji instead of Nagasaki. ALL STEAMERS call at Shanghai both East and West Bound.
Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European Ports and the West Indies.
For information as to Passage Fares, Freight Rates, etc. apply to Agents:
HONGKONG—MANILA—SHANGHAI—NAGASAKI—MOJI—Kobe—YOKOHAMA.
J. W. SHAW, General Agent, Passenger Department, Hong Kong. J. H. WALLACE, General Agent, Hong Kong.
TELEPHONE 42.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
SHANGHAI AND JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Sept. 24, 1917.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUOKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.For particulars of sailings shippers are requested to approach the undersigned.
Steamers proceed via Cape of Good Hope.
Subject to change without notice.THE BANK LINE, LTD.,
General Agents.or to REISS & Co., Canton
Hongkong, 2 Jan., 1917.

MOTOR CARS

FOR SALE OR HIRE
ORDERS BOOKED IN ADVANCE APPLY TO
EXILE GARAGE

TEL. 1063.

DEE YUEN ROAD.

CONSIGNEES:

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

Hongkong, Oct. 18, 1911

The Chinese Post Office, keeps abreast of the times. The latest departure is the preparation of books of stamps to be sold at a dollar each. They are very neatly got up and contain various assortments as for instance:— ten cent stamps, 15 three-cent ones, or 24 three-cent and 28 one-cent stamps. They are exceedingly convenient and this method of buying stamps is sure to be highly popular.

TEL: 1987.

The Chinese Post Office, keeps abreast of the times. The latest departure is the preparation of books of stamps to be sold at a dollar each. They are very neatly got up and contain various assortments as for instance:— ten cent stamps, 15 three-cent ones, or 24 three-cent and 28 one-cent stamps. They are exceedingly convenient and this method of buying stamps is sure to be highly popular.

GOOD BYE to the FANTASTICS

THEATRE ROYAL TO NIGHT AT 9.15 P.M.

MATINEE TO-DAY at 4.30 P.M.

LAST 2 PERFORMANCES

THIS AFTERNOON AND TO-NIGHT'S PROGRAMME.

PART I.

BERT WILES—Xylophone solos.
FERN FRENCH & NELLIE BLACK in two Duets. "Where my Caravan has Rested" and "Because."
RAY TRAYNOR—"Over there" & "Light Cavalry."
IVY ALDOUS & FRED KEELEY in "Way down in Arkansaw" (song) and "What do you want to make those eyes at me for" (song and dance) also Double Dance.
FRED KEELEY in Buck and Wink Dance.
LEONARD NELSON in Three Songs—"The Morning after the Night Before," "When You're Married" and "Come with me to the Races."

INTERVAL

PART II.

NELLIE & ELSIE BLACK in double Musical Act, introducing "Gounod's Serenade" the "Torch Dance" for Flute and Violin. "Sarasate's Serenade" (violin solo) "Come into the garden, Maud" (flute solo) and "Until" (song).
BILLIE SEATON in "I'm in love with a Deaf and Dumb Man," "Flora," "At the Movie Show," "Hongkong," "They always pick on me" and "Six times Six."
HILDA FELSTEAD in a musical monologue, "The Lady Slavey."
FERN FRENCH in the "Shepherd's Dance."
IVY ALDOUS in "Wait until we're Married" (song).
REDHEAD WILSON & FRED KEELEY in an athletic farce "The Crazy Ostler's."

COMPANY MEETING.

The China Light and Power Company, Ltd.

(VERBATIM)

The sixteenth ordinary general meeting of shareholders of the China Light and Power Company, Ltd., was held at the offices of the Company, St. George's Buildings, this morning. The Hon. Mr. R.G. Shewan presided, and there were also present the Hon. Sir Paul Chater, O.M.G., and Mr. G. W. Barton (Directors), Mr. T. Loeman (Secretary) and Messrs. R. H. B. Hancock, H. Henderson, H. F. Campbell, A. P. Samy, (shareholders).

The Secretary opened the meeting by reading the notice of meeting.

The Chairman said:—Gentlemen,—Referring to the report and accounts to 31st July last now laid before you, in spite of the extraordinary high price of coal, about three times what we paid in pre-war times, and the high price of all other stores etc., and without raising our prices, we are able to show a net profit of \$87,374.26 as against \$26,388.88 for the preceding twelve months. I think you will agree with me that this is a very satisfactory and encouraging result. I do not think you will be disappointed at our recommending a dividend, for, in the first place, as you will see from the accounts, we have no money with which to pay a dividend, and, secondly this Company is really in its infancy and will require a good deal more capital before it is able to cope with all the business which we feel lies before it in the future.

The present position is this:—We issued Debentures for \$250,000 in order to pay for two turbine sets; one of them is now almost loaded to its full capacity and we shall soon have to start the other, in which case we shall have no spare capital to fall back on in case of a breakdown. Moreover, the present position of our site is not satisfactory, being badly placed for obtaining circulating water from the sea, besides which a water front site would reduce the cost of handling coal and other stores. With regard to this, negotiations are now proceeding with the Government for a site on the water front. Changing from one site to another and rebuilding will, of course, be expensive, but it is certain that

it will have to be done some day and in these circumstances it is better to do it at once than later on when we shall have still more building plant and machinery to shift. It will not, however, be all extra expenditure, as, if we remained where we are, we should still be put to a heavy outlay for changes and improvements which would be necessitated by the additional plant. We estimate that to install ourselves on the new site and acquire another turbine set of 1,500 kilowatts will cost roughly \$250,000 and to obtain this amount and eventually pay off our Debenture debt of \$250,000 we propose to form a new Company with a capital of \$1,000,000 in 200,000 shares of \$5 each. This will do away with the 50,000 special shares which rank for profits and assets equally with the 50,000 five-dollar shares and which I know have been rather a puzzle to some shareholders. They were created in 1907, and to refresh your memories, I will read you the resolution which was passed at the time:—

"Resolution 3. That the capital of the Company be increased by the creation of 50,000 new shares of one dollar each to be called special shares and that there be attached to the said shares the rights following viz:—A. The Holders of the said shares shall be entitled ratably in proportion to the numbers held by them respectively to one half of the net profits of the Company which it shall from time to time be determined to divide and to one half of the assets which in a winding up shall be available for distribution among the members. B. No dividend shall be paid before the year one thousand nine hundred and eight and all shares will rank equally for dividend without respect to their face value."

It is clear from this that we must give the one dollar share whatever we give the five dollar shares. All shareholders in the present Company would therefore receive one new \$5 share for each of their old shares, absorbing 100,000 shares at \$5 (\$500,000), and the other 100,000 shares would be offered to them at par in proportion to their holdings. But we shall not want all this money at once. All we shall require immediately will be to pay for the site and filling it in for erecting new buildings and shifting the plant and for the new turbine set from Home. This should be fully covered by a first call of \$2½ per share, but the

Debentures are not repayable till 1922, so for the present, shareholders need only contemplate a call of \$2½ on the new shares. The necessary resolutions for winding up the present Company and registering the new one will be laid before you at a meeting which will be called as soon as the resolutions themselves have been prepared by our solicitors and of which, of course, due notice will be given you.

In regard to the present accounts, the only item that needs any comment is that of \$2,785, additional land. This was paid for a small piece of ground at Yau-mat which was required for the purpose of a transformer sub-station.

Before moving the adoption of the report and accounts, I shall be pleased to answer any questions. As there are no questions, I beg to move the adoption of the report and accounts.

Sir Paul Chater:—I have much pleasure in seconding that.

The Chairman:—It has been proposed by Sir Paul Chater that the report and accounts as presented be passed. Those in favour kindly put up their hands. Against? Carried unanimously. The next business is the election of the Consulting Committee.

Mr. Hancock:—I beg to propose that Sir Paul Chater and Mr. G. W. Barton be re-elected on the Consulting Committee for the ensuing year.

Mr. Henderson:—I beg to second.

The Chairman:—The resolution that Sir Paul Chater and Mr. G. W. Barton be re-elected on the Consulting Committee has been proposed by Mr. Hancock and seconded by Mr. Henderson. Those in favour kindly hold up their hands. Against? Carried unanimously. The next business is the election of auditors.

Mr. Campbell:—I beg to propose that Messrs. Maitland and Lowe be re-elected auditors for the ensuing year at a remuneration of \$100 each.

Mr. Samy:—I beg to second that.

The Chairman:—The re-election of Messrs. Maitland and Lowe as auditors for the ensuing year has been proposed by Mr. Campbell and seconded by Mr. Samy. Those in favour kindly hold up their hands. Against? Carried unanimously. That is all the business; I am much obliged to you for your attendance.

POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F. C. Jenkin, D.S.P. (R.), state:—

Parades.
Platoons etc. will parade in uniform at Central Station under own Commanders at 5.30 p.m. as follows:—

Nos. 3 and 4 Platoons (No. 2 Co.).—Tuesday, October 30.
Nos. 5 and 6 Platoons (No. 2 Co.).—Wednesday, October 31.
Nos. 7 and 8 Platoons (No. 3 Co.).—Thursday, November 1.
No. 2 Platoon (No. 1 Co.).—Friday, November 2.
No. 1 Section (No. 1 Co.).—Friday, November 2.
No. 2 Section (No. 1 Co.).—Tuesday, October 30 (at Water Police Station).

Ambulance Platoon.—Thursday, November 1.

Recruits.
Recruits of all units will parade at Central on Mondays, Wednesdays and Fridays at 5.30 p.m., commencing Monday, October 22.

Invalided out.—Bandman F. B. Silva.
Joined.—No. 2 Platoon.—P.O. 419 A. O. Madar and P.O. 420 E. A. Moosdeen.

LICENSING SESSIONS.

The applications to come up at the Licensing Sessions on October 31 are:—James Harper Taggart, King Edward Hotel; Frits Albert Chopard, Astor House Hotel; Frank Edward Hall, Palace Hotel; Joshua Brook, North Point Hotel; P. O. Postner, Peak Hotel; Tokuzo Uyetsuki, Nomura Hotel; Teo Taz Wing, Stag Hotel; Juhachi Tada, Kowloon Tai; Tokutaro Miyajima, Sashiro Hotel; D. M. Goodall, Wiseman Limited; Sei Ishiyama, Iroha Hotel; Mrs. Nellie Babbage, Alexandra Cafe; Sohichi Yoshizawa, Yoshizawa Tokahachi; Mrs. Yone Hamura, Harunoya Hotel; Joe Yamakawa, 47, Praya East.

New Peking Professor.
Prof. Stiller has recently arrived in Peking from America to take charge of the Physics Department of Union Medical College. He has been associated with Columbia University for some time previous to coming to China.

THE FREIGHT MARKET.

Time-Charter Business Strong.

Messrs. Snowman and Co., in their freight circular dated October 13, state:—

Since we last reported on 15th September, our market has maintained a strong tone as regards fixtures on time-charter basis but berth rates from principal feeding ports have not all been commensurate and our local rice market has not shown much activity. In our last report we advised the closing of the Saigon/Songkong rate at a little over 90 cents per picul. This was followed by the fixture of 3 medium sized regular coasters at 68, 92 and 90 cents per picul and also a medium sized regular coaster was fixed for a round trip on lump-sum basis at \$46,000.00 followed shortly after by the closing of a large Japanese bottom at 90 cents per picul and a small outsider at 97 cents. Offers have since been in the market at 95 cents gradually rising to \$1.02 and there are indications, as we go to press, of a still further strengthening in this rate.

Exports of rice from Saigon from 1st January to 21st August, 1917, amount to 639,557 tons as compared with 675,237 tons for the same period last year. Quotation for No. 2 White round edged rice stand at \$3.38 per picul f.o.b. Saigon for October/November shipment.

Saigon/Philippines:—We have nothing to report.

Saigon/Java:—We hear of a large Dutchman being closed, in this direction, at \$1.10 per picul. Further tonnage is anxiously required and this figure could doubtless be much improved upon.

Saigon/Japan:—A 30,000 picul boat is reported closed at \$1.89; otherwise remarks in our last advice hold good.

Bangkok/Hongkong:—Immediately following our last report the fixture of a small outsider was made at \$1.20/\$1.10 per picul. This was followed by a softening of rates and quotations are now in the market at \$1.60/\$1.50 for inside/outside the bar loading respectively. The medium sized regular coaster recently employed in this direction has, we understand, been refitted at \$70,000.00 lump-sum for 2 further round trips.

Newchwang/Canton:—We hear of a 30,000 picul boat being fixed on lump-sum basis at \$49,000.

Coal:—There is a general all-round demand for tonnage Japan to southern ports and the difficulty of obtaining bottoms is hampering business. For local business there is strong demand but nothing available.

Fixtures Reported.—Hongkong/Hongkong 7/8 trips at \$9.50 per ton.

BILLIARDS.

The competition in the Soldiers' Club, for the Volunteer Cup, continued last night. By securing a substantial victory over his opponent, Gunner E. Lord further increased the advantage held by 83rd Company, although Lieutenants Baker and Thorndell, who followed him, each lost their game by a few points. There are no games arranged for to-night, but the competition will continue on Monday. The following were the respective scores:—

83 Company: R.G.A.
Gr. E. Lord ... 200
Lieut. Thorndell ... 193
Lieut. Baker ... 179
572
25th. Middlesex Regt.
Corpl. Morris ... 123
Sergeant Leigh ... 200
Capt. Henderson-Smith ... 200
523

A Good Substitute.

M. Pingrin of the Banque Industrielle de Chine, the N.C. Daily Mail understands, has been selected to fill the position of Foreign Co-Director of the Commercial Guaranty Bank of Ohihi, a post always held in the past by a German.

THE GOTHA BIPLANE.

Particulars of the German Machine.

The aviation correspondent of the Manchester Guardian writes:—

So much has been heard of late about the Gotha biplane that it is desirable to set forth some facts about the machine, so that it may be seen in its true perspective, otherwise there is the danger that to the uninitiated it may become a kind of bogey machine and be credited with all sorts of qualities which it does not possess, or that, on the other hand, as appears to be the tendency in certain official technical quarters, it may be regarded as a clumsy German effort at frightfulness, and so lead us once more into the fatal error of despising our enemies. The true position of the machine is between and between; it is nothing to boast about so far as workmanship or performance is concerned, but it is a very useful weapon of war which can and does do work of considerable military value. It has the advantage of being the first aeroplane of its type to be used regularly and solely for the particular work for which it is most suited.

The Gotha biplane is built by the Gothaer Waggonfabrik Aktien-Gesellschaft, of Gotha.

The firm is one of the great German wagon works, similar in its standing to such firms as the Bristol Carriage and Wagon Company or the Birmingham Wagon Works, or any of the great works which have been built up in the past, first as makers of horse waggon, and later as makers of rolling stock for railways. The Gotha

W.F.A.G. was not among the pioneer aviation firms of Germany, but when German foresight and energy produced, with official support, the great National Flying Fund (National Flugspende) for the promotion of flying competitions—at a time when our official people discouraged aviation and, expressly forbade officers to fly in public—the Gotha firm started making good sound aeroplanes on orthodox lines, fitted with good sound engines of the type so plentiful in Germany, thanks to official encouragement, and their chief pilot, Ernst Schlegel, won a first prize of 60,000 marks in the National Fund competition.

Since the outbreak of war the Gotha firm have made a variety of aeroplanes. They have been quite successful in making aeroplanes of ordinary pattern, and they also made a very useful single-seater scout biplane known as the Falke (or Falcon). The big twin-engine bombing machine is a fairly recent development. The firm runs its own flying school, known as the Duke Carl Edward School, at Gotha.

The early German twin-engine machines were not a success. Several of various types, were seen about the western front in 1915. These were made by the Aviatik people and others, but they were slow and ungainly and did not find favour. It was not till early this year that the first twin-engine bombing squadron, of Gothas appeared.

The squadron was sent to the Balkans, where it was used apparently for the bombing of Bucharest. There it had considerable success, for the Rumanian Flying Service was of little use, and so it encountered practically no opposition. It also raided Salonika on several occasions, and lost a couple of machines in doing so, thanks to the skill and ingenuity of the R.F.C. detachments on that front. Apparently the work done by the squadron in the Balkans afforded so much satisfaction to the German High Command that it was withdrawn and transferred to the western front to form the nucleus of a considerable air fleet for the special benefit of England. Probably the fact that it is known as the Balkan, or Bucharest, squadron is the basis of the rumour recently arrived from Holland to the effect that a number of Turks and Bulgarians had arrived at Ostend to be trained as aviators.

The Gotha bombing machine is a biplane with a span of about 80 feet from tip to tip of the wings and has a length of 40 feet from nose to tail tip; the height of the machine is about 12 feet. The body, or fuselage, is similar to that of the ordinary tractor biplane, familiar to all, but instead of having an engine in the nose, this compartment is occupied by a gunner-observer, who also operates the bomb-dropping controls. The forward gun commands an arc of rather more than a semicircle horizontally and vertically, so that it can fire anywhere inside a sky area representing rather more than a hemisphere round the front of the machine. The bombs, twelve in number, are carried under the pilot's compartment, which is between the upper and lower wings and immediately behind the forward gunner. The reason for carrying the bombs there is that since the bomb case is right under what is called the "centre of lift" of the machine, the balance is not affected whether the case is full or empty. Two extra bombs can be carried under the forward gunner's compartment, if desired.

Well aft of the pilot, behind the wings, is a large cockpit for the after gunner, who has a gun on the top of the fuselage which covers the whole after hemisphere of sky and rather more, so that any hostile machine attacking from above or from either side is subject to the fire of both the forward and after guns. Besides the top gun there is a third gun on the floor of the after cockpit, firing behind or downwards along a bottomless tunnel in the fuselage—as described recently,—and the fuselage is so arranged that in the event of an attack from the rear the forward gunner can come aft, past the pilot, and so two guns can be brought to bear on the pursuer.

It is this multiplication of guns and gunners which makes a formation of Gothas so difficult to attack. Pursuing machines need room in which to manoeuvre, and unless the pursuers carry two guns, each firing forward, and at the same time each attack a separate Gotha, they are certain to be out-grounded. If one pursuer gets ahead of his fellows he is the target for the concentrated fire of several machines, and unless the Gotha formation is broken up it is impossible for several pursuers to attack one Gotha at the same time and so bring a superiority of guns to bear. Despite the difficulty, however, our aviators have succeeded by sheer gallantry and disregard to personal danger in bringing down several of these formidable craft.

The power plant of the Gotha consists of two Mercedes engines of 200 h.p. each, disposed one on each side of the fuselage, in between the wings, and each driving a "pusher" air screw, which revolves close up to the rear edge of the wings.

The workmanship in the Gotha is extremely rough, and distinctly reminds one that they were made in a wagon factory. Nevertheless their performance is good. They are capable of reaching great heights, and of maintaining a high speed at an altitude at which most aeroplanes begin to lose speed badly. Those who have fought them say that when they have fired their bombs they reach the 18,000 foot level with apparent ease, and that when there they are light, they are little, if any, slower than the fast German fighting machines.

Lost this description of the Gotha's merits should give too high an opinion of its value, it is well to point out that we have had in this country for a considerable time machines of higher quality. Mr. Dyer, formerly Flight Commander R.N.A.S., produced in 1915 a twin-engine machine of high merit, and in 1916 the Handley-Page firm produced another type, with much more powerful engines which has since demonstrated to the enemy in Flanders, both over land and sea, and so far away as Constantinople that we are capable of beating the German at his own game.

New U. S. Major-Generals.
Washington, October 19.—Just prior to adjournment of Congress the Senate confirmed the appointments as Major-Generals in the United States Army of Brigadier-Generals McCain, Crozier, Black, Aguirre, and Meloyne.

PREMIUM BONDS.

Attractive Scheme for Wage-Earners.

Sir George Tomche, who spoke in favour of premium bonds at the annual meeting of the Trustees' Corporation, of which he is chairman, explained more fully in an interview with a representative of the *Observer* the national advantages of the scheme. He referred to the enormous wage fund of the country as a vast reservoir of potential savings which might come back to the Government in the form of a loan, if a really attractive appeal is made.

"The German war machine may break sooner than is expected, or the end may be hastened by Austria," he began by saying, "but it is of the utmost importance that we should base our plan on a protracted struggle. The strain of another winter should so weaken the resistance of Germany that the 1918 campaign will be decisive."

"The question of staying power is all-important. It has many aspects of which finance is only one, but a very important one. Already it is clear that Germany is a realm where bankruptcy will reign after the war. Financial embarrassments are thick upon her."

"The financial strain is great here also. The hundreds of millions raised by the last War Loan represented a wonderful achievement by the Chancellor of the Exchequer, but they are not inexhaustible. A new loan will be necessary, perhaps next winter. How is it to be raised?"

"In the case of previous loans one could see where the money was likely to come from. It is much more difficult to see where the next loan will come from. The old sources of supply can still be relied on, to the measure of their power, but some new ground must be broken."

"In the last loan most companies and individuals of what may be called the capitalist class responded generously within the limits of their capacity, limits which were considerably strained. But the enormous wage fund of the country did not contribute as it might, in spite of the hundred millions or so collected by the War Savings Associations in two years under the able direction of Mr. Kinderley. This subscription, although large actually, is small relatively."

"In normal times half the income of the nation is in the form of weekly wages, and represents a sum of over a thousand millions. In these times the yearly wage fund is far beyond that. Here, then, is a vast reservoir of potential savings which might come back to the Government in the form of a loan if a proper appeal were made."

"I fear the officials of the Treasury who guide the Chancellor do not give much study to the psychology of the people. They do not seem to realise that mere security of capital, and a fixed rate of interest, arouse no enthusiasm in the man whose savings run into a few pounds only. Nor does the man with small savings himself realise that they are of vital importance in the prosecution of the war. Tell him that mountains of munitions will smash Germany. He agrees with enthusiasm. Tell him that millions of pounds will provide the mountains of munitions which will smash Germany. He agrees again."

"Then tell him that the small savings of the people will provide these millions of pounds, and that therefore, the small savings of the people will smash Germany. Except in a relatively small number of cases the last proposition fails to move him. He does not realise the power of the only contribution he can make."

"What then will appeal to the wage earner? Something which contains a hope of profit large in proportion to the sum invested. Give him a security where the capital is safe, where a moderate rate of interest is safe, and where, in addition, there is a fair chance of considerable gain, and I believe he will respond. All these conditions are fulfilled by premium bonds."

"There is no difference in principle between subscribing for a premium bond, in the hope of getting something more than your

capital, and in subscribing, at a discount, for a debenture that may be drawn for redemption at par or a premium.

"The War Loan itself is a case in point. It was issued at 95. The capital and interest are secure, and the holder may make a profit by its redemption at 100. In essence it is a premium bond, but of a type which does not appeal to the man with small savings, who looks for something more attractive than the promise of £5 by 1947 for each £4 10s. paid now, even with 5 per cent. interest on £5 in the interval."

"To the small investor the rate of interest is not material. The man with £1 in his pocket is not inclined to part with it for a promise of 1s. a year, which is 5 per cent. interest. But give him a smaller rate of interest, and apply the balance of the per cent. in providing substantial bonuses or prizes to be determined by drawings, and his attention is easily aroused."

"Can you give a practical illustration?" Sir George was asked, "of how the scheme would work?"

"Certainly. The issue might take many forms. I will assume, for the sake of illustration, a very simple basis. It is the scheme prepared for the Parliamentary Premium Bond Committee, of which Mr. Hume Williams, K.C., is chairman. It has been so well thought out that probably no better illustration of the premium bond method can be given. I give its features from memory, and may not be exact in trifling details."

"The last War Loan cost the Government 5½ per cent. The scheme in question is based on a cost of 5 per cent. The premium bonds would be issued in series of £10,000,000. The 5 per cent. would be apportioned as follows:—

Interest, tax free	2½ per cent.
Prizes	1½ per cent.
Income tax	1 per cent.
	5 per cent.

"First, as regards interest. Each bond would be for £1, so as to be available for very small savings. It would be cumbersome and expensive to pay interest periodically on these small amounts, especially at a time when every office staff is reduced. The £1 bonds will therefore be repaid at 2½s. at the end of ten years. That is equal to a repayment of principal, with compound interest at 2½ per cent., the old rate on Consols, but free of income tax."

"The 1½ per cent. for prizes would permit of a distribution of £150,000 in prizes annually, or £75,000 each six months, in respect of each issue of £10,000,000. These vary from £1,000 to £5, and would be decided by drawings."

"Every bond drawn and winning a prize is to be paid off and extinguished. The drawings would go on for ten years, providing colour and interest half-yearly to all holders whose bonds had not been drawn previously. At the end of ten years the balance of the loan would be repaid with interest, and no one would have lost a penny of the money they had subscribed. This is where the plan differs in principle from lotteries and South Sea Bubbles and rubber booms and other mischievous and often disastrous gambles."

"The scheme was preferred by Sir William Plender and Mr. Bull, general manager of Lloyds Bank, and several members of the London Chamber of Commerce were on the committee which settled it."

"These prizes will be won by small investors in all parts of the country. They will be the best advertisement for future issues. The neighbours of the prize winners will know of the good fortune of the winners, and will be stimulated to save up and invest, instead of spending their money unprofitably."

"It will be an immense stimulus to thrift. The saving habit will spring up in multitudes of cases where it does not exist at present. Expenditure on imported goods will be checked. The growth of the enormous trade balance against us, even now 40 or 50 millions a month, owing to the excess of imports over exports, will be arrested, and the Government will get the use of a sum which, in the aggregate, might be very large."

CO-OPERATION WITH JAPAN.

Naval Representatives to Confer with American Navy Department.

Washington, September 7.—Such agreements for closer co-operation in war activities as may be entered into by Viscount Ishii, head of the Japanese Mission, and Secretary Lansing, will be based largely upon the conference between Vice-Admiral Takeshita and American naval officers.

It was indicated at the State Department to-day that the outstanding points had to do with transportation; and it was stated that to determine questions connected with that problem the Japanese naval representatives would confer with experts of the Navy Department.

Secretary Lansing will meet Viscount Ishii again on Monday, when it is expected a more definite outline of the negotiations will be made.

Involved in the problem, are the questions of aid the Japanese Government can give in increasing the ship tonnage in the Atlantic as well as in the Pacific, the aid that this Government can give Japan in carrying on her shipbuilding programme, and the possibilities of Japanese yards increasing ship construction for the Entente Powers.

By both the American and Japanese conferences it has been made clear that the only questions to be determined are those looking to a better means of uniting the forces of the two countries in the war and it was indicated that it was probable that on certain phases of the problem the Entente nations might be consulted.

"Premium bonds have been successful in France, where they have encouraged thrift. Why should they not be successful here? If the money is not saved it will be spent."

"The means of investment open to the working classes are few. The rich man has many opportunities of employing his capital to advantage, and adding to it. Why should the poor man have no similar opportunities save in betting and gambling? Why should the State not provide him with a legitimate means of gratifying the natural and commendable desire to use his little capital to advantage, without risk of loss, but with a chance of substantial gain?"

"Even if the State were not pressing in need of all the nation's resources it would, in the opinion of many, be a wise thing to institute premium bonds in the interests of national thrift."

"Certain precautions will be necessary. Working men are shrewd. At first they may be suspicious of new appeals to their pockets. They may be afraid of being exploited by unscrupulous agents or intermediaries. It is essential to remove those fears. From correspondence I have received their fears appear to be two fold:—

1. That intermediaries may buy up the bond issues and retail them at a higher price than that received by the Government.

2. That intermediaries may sell bonds in respect of which the prizes have been drawn already."

"It will be easy to provide a safeguard against both these fears."

"I am not so rash as to estimate the number of ten million issues which premium bonds might call forth. Much depends on the manner of their introduction, the skill with which the issues are managed, and the determination to make them a success. The working of the scheme must not be left to unwilling converts who could point to a failure as a justification of their objections."

"But I do say that no legitimate means of attracting the savings of all classes should be neglected, having regard to the great and growing financial needs of the Government. The issue of the war depends on the mobilisation of all our monetary resources, for none of our Allies, except America—not even France—could continue the war without financial assistance from Great Britain."

ENGLAND—AMERICA.

Ocean to be Spanned by Flying.

The aviation correspondent of the *Observer* writes:—

It would be difficult to find to-day an aeroplane designer, or manufacturer, an aeronautical engineer, or an aeroplane pilot who would not admit that a flight by aeroplane across the Atlantic from land to land is a certainty of the near future; that, indeed, the event is only awaiting the termination of the war. These are the people who know what can be done. Without their assent the visions of poets and dreamers could never be realised. To-day their answer to the question, "Can the Atlantic be crossed by aeroplane?" is "It can." That answer we can certainly supplement, with "It will."

The business man has objected that the crossing will be no more than a desperate adventure, little better than a luke, proving nothing and leaving us as far off as ever from the establishment of a regular Transatlantic service. Three years ago that view would have been justified. To-day it is not. The interval between the first Transatlantic flight, and the establishment of a regular service will be less than a decade: progress will be far less slow than that of marine navigation in the fourteenth and fifteenth centuries, when a ship that sailed for America faced bigger risks than will the Transatlantic pilot of next year.

Our "Ferryman."

For three years the pre-occupation of the war has closed the eyes of nearly all of us to developments of science and engineering in extra-war aspects. When peace comes—perhaps like a thief in the night—we shall wake up in a transformed world.

Louis Bleriot's flight across the English Channel in 1909 was as "foolhardy" as would be an attempt to fly the Atlantic this week on a modern aeroplane. He would be a mad pilot who to-day set out to cross the Channel on Bleriot's fragile craft with its faltering engine. By the day of the outbreak of war, from first to last during those five years, there had been less than a hundred cross-Channel flights. Now there are a hundred per week. To fly from England to the mainland, or from Flanders or France to England is to a Service aviator one of the mere incidents of his calling.

The men who have it to do as the principal part of their routine are known in the Air Services as "ferrymen." On some days whole squadrons, besides old machines, wing their way across. Every man ought occasionally to look round and try to understand the meaning of discoveries and events, as they will influence our welfare in the days to come. Of these things aeronautics is among the most important. It concerns national welfare, the amenities of civilisation, national prestige, and in a very special degree national defence and all that is included in the term air power.

Before the war a flight of 320 miles from Scotland to Norway had been made by a Norwegian aviator. Before the war a man had flown for over twenty-four hours on a slow machine in an endurance test, covering a distance of 1,200 miles. During the war a Frenchman, Second Lieutenant Marchal, flew from France to Russia, 1,242 miles. There have been raids on Essex, and forty miles beyond. There are regular aeroplane mail services, one between Sardinia and the mainland.

The Way Across. The distance across the Atlantic by the shortest direct route, namely, from St. John's Newfoundland, is 1,600 miles, but it is reasonable to get help from the wind, increasing the number of miles per hour travelled by the machine. In the record flight of twenty-four hours the average speed of the machine was less than forty-nine miles per hour; had that flight been made in a direct line on a following wind of thirty miles per hour, the distance travelled would have been nearly 1,900 miles!

But machines having an independent speed of eighty or ninety miles per hour and capable, moreover, of non-stop flights of twenty or twenty-five hours are available. Success with machines of to-day is contingent upon three things, the reliability of the motors, keeping a reasonably straight course, and the wind. From all of them uncertainty can be almost entirely eliminated.

There are, by the way, good alternative routes to the shortest, with halts at land, namely, a northern route, via Greenland and Iceland, of which the stages are Labrador to Greenland, about 800 miles; Greenland to Iceland, about 650 miles; and Iceland to Scotland, about 500 miles; and a southern route, via the Azores, consisting of two stages the first 1,200 miles to Horta (Fayal), and the second to the coast of Portugal, 500 miles. Both indirect routes are (if the main steamship tracks, the southerly mostly so, but they afford stopping places, where a full load of petrol and oil for the engines could be taken aboard.

Four Years Ago. Garros and the late Gustav Hamel urged for the first attempt the non-stop flight on ordinary aeroplanes unencumbered with floats; and therefore able to carry a larger supply of fuel. Gustav Hamel, before his untimely death, had made advanced preparations for the Transatlantic flight on an aeroplane which was designed at the ascent to drop its undercarriage and become a mere flying raft capable of floating in the event of a forced descent to the water, but incapable of rising from the water again. Hamel would have been dependent upon a single engine. In that respect the great aviator Garros was in agreement with him. And it is to be remembered that all the long series of duration of flight records by which the non-stop flight has increased to twenty-four hours have been on single-engine aeroplanes, showing that aero-motor reliability is even now considerable. It is, however, now possible to take into practical consideration machines having a dual-power plant, one unit being sufficient to fly with, so that there is emergency power in the event of the breakdown of one of the motors.

One great factor of uncertainty is that of keeping a straight course. It is a simple matter to carry a compass, and to steer by it. The aviator knows the direction of the points of the compass, and heads his machine in relation thereto. But with nothing in view save sea and sky he is unable to ascertain the amount of drift he may be making owing to wind, and he may have a very erroneous estimate of the strength of the wind, and, therefore, may greatly miscalculate his speed. In the case of marine navigation, the currents are charted, and their speed, which is never great, is known; in aerial navigation the currents are not charted, and their speed may be enormous. The dead reckoning which is usually fairly accurate in marine navigation cannot be relied upon in aerial travel. Out of sight of fixed landmarks an aeroplane may go widely out of the estimated course.

Interesting Wireless Data. The advantage of keeping to steamship routes is obvious. The writer has reliable data, showing that by so doing an aviator would not at any time be more than half an hour's flying from a steamship equipped with wireless apparatus. This extraordinarily interesting fact, which has not hitherto been observed, is of immense importance both in marine and aerial navigation. It really brings the Transatlantic flight by an aeroplane equipped with wireless to the quite practical stage.

Since the war began it can be shown indeed that the idea of a Transatlantic flight has developed from that of a rather wild adventure to a perfectly sound enterprise.

Machines that would keep up a speed of more than eighty miles per hour for twenty or twenty-five hours are in existence. That means a distance capacity, of more than 1,600 miles. But the first flight would be made with a favourable wind, and this, which can really, in the opinion of the highest experts, be an absolute certainty, would increase the range to at least 2,200 miles. "With the wind" in an aeroplane means that you are "riding the wind" by what ever air-speed the machine requires for its support.

It is not likely that a straight course could be kept, but allowing a margin of twenty degrees of error either to right or left the distance to the European coast is increased by no more than 250 miles. There would be an ample margin for even greater divergence from the course. But with luck the trip might be accomplished in sixteen hours.

For the first attempt a flight from east to west is undesirable on account of the big indentations in the American coast. Westerly winds, moreover, are more frequent than long continuing, reliable easterly currents. But in a very little while after the first crossing flights both ways will be fairly regular, the time occupied, of course, varying considerably according to wind.

The Nerve of the Pilot.

Probably Transatlantic machines will have two pilots. It is doubtful whether any one man could endure the whole flight unaided. Many seaplane pilots find that long voyages out of land are extremely exhausting to the nerves, and that the sense of balance is temporarily impaired. In crossing the Atlantic there would be hours upon hours when the pilot would see nothing but ocean and sky, labouring all the while under uncertainties and anxieties as to speed and course. It would be such a trial to a man that the pioneers will have to be of an exceptional type. But the world always provides the pioneer, who makes things easier for those who come after.

Quickly after the first successful crossing Transatlantic flying will become methodical. Probably the flight will be established at intervals en route. And if one could speak to-day of the mechanism and accessories that are actually available any doubt that regular Transatlantic flying services are very soon to be established would be cleared away.

And then will be an end to that old dream, faced by present-day travellers, of almost complete severance from the world, not without danger, besides being monotonous, costly, and wasteful.

As to cost, the new era of a regular flying service will make the time spent in travelling so brief that the food and luxuries of present-day travel will be reduced to a trifle.

The practical flying man, the man whose money is in the flying business, regards Transatlantic air services as a certainty. It is for the nation to take full measure of the new era that is drawing. To the United States and England, now joined in arms, their destinies bound closer together for all future, the science which at one mighty stroke cuts the distance from five or six days down to one is to be hailed as an angel friend of the concord of great civilisations. Flying which came to us in blood and war will serve peace in far mightier ways.

Chinese Cotton.

Messrs. J. Spant and Co.'s weekly cotton market report, issued on October 11, states:—The market has been pretty active during the past week and a further material advance of 1½ to 2 pence per picul has been established with a more general interest on the part of the local mills and outside public, who freely enlisted on the bull side, due more or less to heavy advances in the New York market coupled with the sharp decline in the silver market. The yarn situation, on the other hand, seems lifeless with very small business doing and unless a decided improvement takes place shortly the replacing cost of cotton will show no inducement to spinners to part with their holdings at ruling rates. While it is difficult to give a forecast of the present complicated situation, the general feeling seems to be more on the bull side than otherwise, and with such cables from New Orleans regarding the fixing of the price of raw cotton at a minimum of 38 cents per pound, very little hope of an early decline in values can be looked for pending more news on the subject. Another feature that must not be overlooked is that a fair export business is reported, which will no doubt be another contributing factor in upholding prices. Tons of the market firm.

DURING AND AFTER WAR.

Financial Impression Prevalent in London.

A London correspondent of the *New York Evening Post*, writing on August 23, says:—In considering the finances of the war at the present time, there are three broad considerations uppermost in men's minds. One is the actual financing of the war while in progress, through the process of loans. Another is the maintenance during the war of the international credit system, so that payments between belligerents and neutrals shall in some way be continued. The third is the financial condition likely to prevail when peace itself is declared.

In this country we have set one cardinal principle before us; namely, that taxation must always be on a sufficiently drastic scale to insure new and permanent revenue, sufficient to simply secure all fixed charges on the national debt, both during and after the war. I say "insure," though that should be recognised as a rather difficult thing to accomplish, either in Great Britain or the United States, when conditions are so wholly abnormal that much of the revenue has to be treated as temporary in character reflecting war rather than normal conditions.

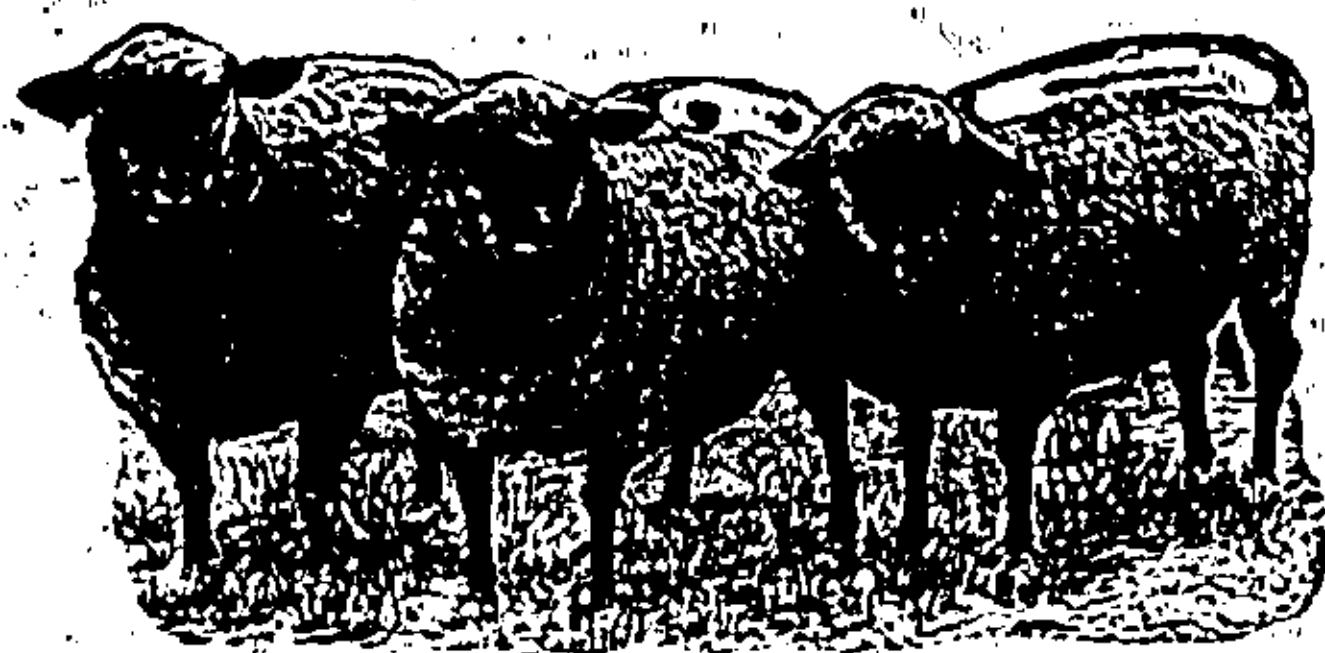
That is why, in this country, we have endeavoured to meet the position by virtually setting apart the revenue received in the shape of excess profits tax. Although this revenue, during the present year, may easily run up to 150 or 200 millions sterling, we shall take care to have sufficient from our other taxation to insure the meeting of all fixed charges on the debt. Subject, however, to this one stable proviso, we are of the opinion that taxation should not go to the point of endangering success of loan flotations.

I have reason to think that, assuming the voluntary system is adhered to, one of two methods may be adopted. One will be to adopt more or less the plan now in vogue on your side, namely, smaller loans than our last one for one thousand million pounds, with the object of securing over-subscriptions. The other method might be to raise an exceedingly large loan—larger than the last—but with instalments spread over a greatly prolonged period. In that case I should imagine there will be a clause for bidding any applicant to pay up in full, as the object would be to give the Government the "call" of money over a very long period, rather than to secure a huge amount on a given date, with its consequent disturbance to monetary conditions.

Meanwhile, and as distinct from the question of actual loan raising internally, there is the problem of external payments on the part of all the belligerents. Thanks to our economising of our gold resources, Great Britain's strength in this matter, especially with regard to the South African output, is of enormous importance. At the same time, and as regards not merely the possible prolongation of the war, but the conditions likely to arise afterwards, it is increasingly clear that the problem of the future will be to devise resources of exchange and international credit which shall not depend entirely upon gold.

This will be an outstanding problem until abnormal conditions become sufficiently normal to make the trade balance between the various countries of more ordinary dimensions. Indeed, even when peace occurs, it is quite clear that there will be little material change to the present great trade balance in favour of the United States for many years to come. It is true that on the one hand there may be a great rush of American tourists to Europe. The spending on the part of your citizens in Europe may be upon an unprecedentedly large scale. But even that influence would be more than offset by the tremendous orders which would "pour" into America in connection with the repairing of the destruction in Belgium and elsewhere throughout Europe.

DAIRY FARM NEWS.



OUR BUTCHERY DEPARTMENT

CAN

Supply Suitable Provisions for your

TABLE.

SEND FOR OUR PRICE LIST.

A SPECIALITY

for

SHIPPERS AND SHIPPING.

WE PUT UP

CORNER BEEF AND PORK

IN KEGS OR CASKS

FOR EXPORT OR STEAMERS' USE.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S—SELLERS; B—BUYERS; E—BUYERS; N—NOMINAL.

To-day's Closing Prices	STOCK	Number of Shares	Par Value	Paid Up	1915 Highest	1915 Lowest	1916/7 Highest to Date	1916/7 Lowest to Date	Last Dividend and Date
b. \$670	H.K. & Shanghai Banking Corp.	120,000	\$125	all	845 Sept.	785 May	820	545	Interim div. of £2. 3/- Subject Income Tax, at Exch: 2/6d. (\$17.06) Paid on 13/8/17.
b. \$320	Marine Insurance, Canton Ins. Office, Ltd.	10,000	\$250	50	427 Sept.	340 Jan.	426	320	Final of \$7 making \$25. a/c 1915, and interim of \$18 a/c 1916.
b. \$115	North China Ins. Co., Ltd.	10,000	\$15	25	180 April	145 Jan.	180	100	Final Div. of 15% making 27 1/2% for year ending 30/6/16.
n. \$600	Union Ins. S'ty of C'ton, Ltd.	15,438	\$250	100	972 Aug.	760 Jan.	1005	760	Final of \$20 and bonus of \$10 making \$30.00 for 1915, Int. of \$30 for 1916 Paid 26/4/17.
n. ex 73 \$205	Yangtze Ins. Assoc. Ltd.	12,000	\$100	60	280 Dec.	200 Jan.	300	190	Final of \$15 for 1915, and Interim \$3 for 1916. Paid 14/4/17.
b. \$131	Fire Insurance, China Fire Ins. Co., Ltd.	20,000	\$100	20	163 Aug.	127 1/2 April	168	130	\$7 & \$2 bonus 1916. Paid 26/4/17.
b. \$310	Shipping, H'kong Fire Ins. Co., Ltd.	8,000	\$250	50	420 Sept.	385 Jan.	420	290	\$27 for 1915. Paid 29/3/17.
b. \$73	Douglas Steamship Co., Ltd.	20,000	\$50	all	104 1/2 Dec.	28 1/2 Mar.	137	80	Final Div. of \$5.00. Paid 29/9/17.
b. \$17 1/2	H'kong, C. & M.S.S. Co., Ltd.	80,000	\$15	all	23 1/2 May	19 Dec.	24	17	\$1.25 for year ending 31/12/16 Paid 12/12/17.
sa. \$123	Indo-China (Combined Steam Navigation Co., Ltd.)	60,000	\$5	all	172 Dec.	62 1/2 Jan.	190	124	Final of 3/- on Pref. and 40/- on Def. Shares at Ex. 2/4/17 Paid 10/5/17. making 6% on Pref. & 50% for Defd. a/c 1916.
b. \$32 1/2	Shell T'port & T'ing Co., Ltd.	3,797,610	\$1	all	94 1/2 June	75 1/2 Jan.	120	86 1/2	Final of 5/- for 1916 (Coupon 28). Paid 14/7/17.
n. \$29	Star Ferry Company, Ltd.	40,000	\$10	all	39 1/2 Oct.	23 July	41	28	\$1.30 Div. and 30 cents bonus for year ending 30/4/17 Paid 30/5/17.
n. \$85	Refineries, China S. Refining Co., Ltd.	20,000	\$100	all	134 1/2 Sept.	80 Jan.	146	90	\$12 for 1916. Paid 31/3/17.
a. \$29	Malayan S. Refining Co., Ltd.	14,000	P.50	all			41	29	\$5 for 1916. Paid 15/2/17.
n. 40/-	Mining, Kailan Mining Adm'n'tion, Raub Australian Gold Mining Co., Ltd.	100,000	\$1	all	35/- April	30/- Dec.	40/-	26/-	Interim Div. of 1/- year end. 30/6/17. Paid 15/5/17. (Coupon 9).
a. \$2.50	Tronoh Mines Ltd.	200,000	\$1	all	4.40 Mar.	2.40 Jan.	3.35	1.70	1/- 2nd interim making 2/- for a/c 1917. Paid 7/7/17.
n. 28/-	Ural Caspian	796,666	\$1	all	25/- Dec.	32/6 Mar.	42/6	25/6	Final of 4/- making 5/- for a/c year ending 12/11/15 Paid 5/1/16.
n. 30/-	Oriental Cotton: Min. Co. Ltd. Docks Wharves, Godowns, &c.	429,320	G. \$10	all	43/- April	25/- Jan.	38/9	22/-	G. \$0.50 interim for 1 year 1917. Div. of \$4 & Bonus \$2 for 1916. Paid 22/2/17.
b. \$86	H'kong & W. D. Co., Ltd.	60,000	\$50	all	82 Oct.	65 April	90	67	Interim Div. of 12 1/2% for year 30/6/17. Paid 10/7/17.
b. \$120	H.K. & W. D. Co., Ltd.	60,000	\$50	all	90 Oct.	56 Mar.	135	78 1/2	Interim Div. of 12 1/2% for year 30/6/17. Paid 10/7/17.
n. 72	S'hai Dock & Eng. Co., Ltd.	55,700	\$100	all	63 1/2 Sept.	49 July	85	59	Div. of 9 for year ending 30/4/17. Paid 28/7/17.
s. 67	S'hai & H'kew W. Co., Ltd.	36,000	\$100	all	100 Dec.	80 April	93	67	Div. of 9 for 1916. Paid 12/3/17.
b. \$90	Land, Hotels and Buildings, H'kong Hotel Co., Ltd.	20,000	\$50	all	124 Feb.	108 Dec.	118	94	\$3 for 14 year ending 30/6/17 Paid 1/9/17.
n. 48	H'kong Land Investment Co.	50,000	\$100	all	114 Jan.	103 Dec.	105 1/2	85	Interim Div. of 3 1/4 for year ending 30/6/17. Paid 26/7/17.
b. \$5.75	H'phrey Estate & F. Co. Ltd.	50,000	\$10	all	7 1/4 Jan.	6 July	7.10	5.90	50 cents for 1916. Paid 12/2/17.
b. \$30	K'loon Land & B'ing Co., Ltd.	50,000	\$50	all	44 Jan.	40 Sept.	38	33	\$2 for 1916. Paid 10/2/17.
s. 74	Shanghai Land	75,000	\$50	all	57 1/2 Mar.	107 Dec.	107	74	Interim Div. of 5% making for 1917. Paid 27/8/17.
n. \$85	West Point Building Co., Ltd.	12,500	\$50	all	68 1/2 Mar.	77 Dec.	90	69	Interim Div. of 13 making for year ending 30/6/17. Paid 26/7/17.
b. \$89	H'kong Central Estates, Cotton Mills.	10,000	\$100	all	103 Dec.	99 Jan.	103	90	\$7.00 for year ending 31/12/16 Paid 29/1/17.
b. \$160	Ewo Cotton S. & W. Co., Ltd.	20,000	\$50	all	180 July	117 Jan.	167	130	Tls. 9.00 for year ending 30.11.16
b. \$15 1/2	Kung Yik	75,000	\$10	all	16 1/2 July	11 Feb.	16 1/2	11 1/2	Tls. 0.90 for year ending 30.11.16
n. 65	Loou Kung Mo	75,000	\$100	all	90 1/2 Sept.	72 Jan.	81	63	Tls. 12 for 1913. Paid 13/2/14.
b. 114	Shanghai Cottons	40,000	\$50	all	100 May	77 Jan.	136	81	Dividend of Tls. 6 for year ending 30.6.17. Paid 28/9/17.
b. 36 1/2	Oriental Cotton Spin. Co. Ltd.	20,000	\$50	all	61 Oct.	63 Dec.	61	49	Tls. 6 for 1913. Paid 26/3/14.
b. 5 1/2	Yangtzeopos	175,000	\$5	all	61 Oct.	63 Dec.	61	49	7% a/c Pref. for 14 Months ending Dec. 1915
n. 46 1/2	China Borneo Company, Ltd.	60,000	\$12	all	11 1/2 Apr.	9 1/2 May	10.35	6.50	60 cents for 1916. Paid 18/5/17
b. \$4.10	China Light, Power Co., Ltd.	50,000	\$5	all	3.65 Mar.	4.35 Oct.	4.90	4.30	6% for year ending 28.2.06
b. 7 1/2	China Prov. L. & M. Co. Ltd.	125,000	\$10	all	7 1/2 Jan.	10.15 Oct.	10.10	7.50	70 cts. for 1916. Paid 23/3/17.
b. x.d. \$20	Dairy Farm Company, Ltd.	60,000	\$7 1/2	all	35 Jan.	29 Dec.	41	20	\$2 for year ending 31/7/17 paid 5/10/17.
b. \$7.15	Green Island Cement Co., Ltd.	490,000	\$7.50	all	11.20 Oct.	5.20 Jan.	12.10	6.75	80 cts. for 1916. 27/3/17.
b. 248	Hongkong Electric Co., Ltd.	69,000	\$10	all	45 Oct.	36 1/2 Feb.	55	43	\$3 for year 24/2/17. Paid 9/5/17.
n. \$149	Hongkong Ice Co., Ltd.	6,500	\$25	all	190 Dec.	183 Oct.	190	149	Int. Div. \$2 for year 1917. Paid 21/8/17.
b. \$30	Hongkong Rope Mfg. Co., Ltd.	60,000	\$10	all	34 1/2 Dec.	25 Jan.	41	26 1/2	Interim Div. \$1. for 1917: Paid 24/8/17.
b. & sa. \$6.50	Hongkong Tramway Co., Ltd.	325,000	\$5	all	6 Oct.	5 Apr.	7.50	5 1/2	Int. Div. 9% at 2/6d.-17-85 Cents. Paid 15/8/17.
s. 14	Leung Kung	200,000	G. \$10	all	43 1/2 May	35 Mar.	40 1/2	13	Tls. 1 for 1916. Paid 28/4/17.
s. 82	Peak Tramway Co., Ltd. (Old)	50,000	\$10	all	10 1/2 Mar.	9.30 June	10.25	8 1/2	70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30.4.17 Paid 26/5/17.
s. cts. 90	Do (New)	50,000	\$10	all	1.00 Mar.	80 cts. Aug.	1.00	90 cts.	\$5 cts. for year end 31.3.17 Paid 10/10/17.
b. \$3	Steam Laundry Co., Ltd.	20,000	\$5	all	4.25 Jan.	3 June	3.80	3.00	\$1.25 per share for year ending 31.12.16 Paid 2/3/17.
n. \$13	Union Water-boat Co., Ltd.	27,723	\$7	all	15 Jan.	16 Dec.	17	13	70 cts. for 1916 Paid 29/5/17.
s. \$6	Watson and Co., Ltd.	90,000	\$10	all	7.10 Mar.	6.50 Oct.	7.70	6	50 cts. on old shares and 25 cts. on new shares for year ending 30.6.14
s. \$6.50	William Powell, Limited	21,000	\$7	all	6.90 Aug.	6 Dec.	7 1/2	5 1/2	\$2 for 1916
n. \$29	S. C. Morning Post	6,000	\$25	all	28		29	28	\$1 for year end 31/5/17 Paid 15/8/17.
n. \$10	H'kong Steel Foundry Co., Ltd.	7,808	\$10	all			11	9 1/2	

BENJAMIN & POTTS, Share and General Brokers, Princes Building, HONGKONG. Tel. address. Broker, CORRECTED TO NOON, OCT. 19, 1917.

ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN 'UP TO THE MINUTE SHARE MARKET NEWS'

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

SHARE REPORT.

Messrs. Benjamin and Potts, in their share report, dated Friday, the 19th of October, 1917, state:—
There has been a much better business done in our local market during the past week than for some time past, and a good all round demand is noticeable. Deferred Indo-Chinese, on the news that the London rate was \$25, had a sharp rise to \$123, at which rate, and at corresponding rates forward, many shares have changed hands. Exchange has again gone down and this helped materially to harden rates.

In Shanghai, the improvement noted last week has been maintained. Cotton shares are all firm at current rates, and Rubbers are again more active.

The Straits share rubber market is dull, prices showing very little change.

The following are to-day's cable quotations:—Malacca \$4.50, Kemas \$9.00, Pejams \$19.75, Sandysrofts \$4.60, Ayer Panas \$12.45, Kedahs \$4.40, Alor Gajahs \$4.40, Radelles \$13.25, tapers \$22.50, Changkat Sordangs \$9.75, Ayer Moleks \$2.85, New Serendangs \$4.70, all Straits Currencies.

BANKS.—Hongkong and Shanghai Bank, under the influence of a dropping exchange, have strengthened gradually to a buying quotation of \$670, after sales at this rate.

MARINE & FIRE INSURANCES.—With the exception of a sale of Unions at \$800, no business is reported. Prices however show an all round improvement. There are buyers of Cantons at \$320, Hongkong Fires at \$310, China Fires at \$131, North Chinas at \$110, and Yangtzes at Shanghai \$205 (Exch: 73).

SHIPPING.—As mentioned above, the rise in Deferred Indo-Chinese has been the feature of the local market, this stock having risen from \$95 early in the week to \$123. Douglases are wanted at \$78, and Steamboats, after sales at \$17 1/2 and \$17 1/2, are wanted at the latter rate. Preferred Indo-Chinese could be placed at \$32 1/2, sales having taken place during the week at this. Shell Transports are nominal at 107 1/2 and "Star" Ferries are obtainable at \$29.

REFINERIES.—This has been a dull market. China Sugars are quoted at \$85 nominal and Malabons are offered at \$29, after small sales at \$28.

MINING.—This section has been neglected and we have no change to report. Kallans are nominal at 40/-, as are Tronohs at 28/-, Ural Caspians at 30/- and Orientals at 28/-. There are sellers of Rubbs at \$2.50, whilst Langkats are wanted in the North at Tls. 14.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Kowloon Wharves have been the medium of a good business all the week both for cash and forward, and the demand for cash shares is unqualified, buyers offering \$86. Hongkong and Whampoa Docks have had a steady rise to \$120 buyers and corresponding rates forward. Shanghai Docks are nominal at Tls. 72.

LANDS, HOTELS AND BUILDINGS.—Rates are more or less unchanged for all stocks in this section, and there has been very little business done. There are buyers of Central Estates at \$89. Hongkong Hotels at \$90, and Humphreys Estates at \$5.75, whilst Hongkong Lands at \$83. Kowloon Lands at \$30 and West Point at \$85 are all nominal.

COTTON MILLS.—Shares are all firm at the following quotations.—Buyers of Ewo at Tls. 160, Kungyiks at Tls. 154, Shanghai Cottons at Tls. 114, Yangtzeopos at Tls. 57 1/2 and Orientals at Tls. 39 1/2.

MISCELLANEOUS.—Green Island Cements have been in good demand all the week, and a fairly large business has been done from \$7.25 up to \$7.35, closing in demand at the latter rate. There has also been a lot of enquiry for Tramways which have improved to a buying quotation of \$6.50. Ropes have advanced to \$30, after sales at this rate. Electric have buyers at \$49, business having been done as high as \$50. There are buyers of China Lights at \$4.10, Dairy Farms at \$20, ex the dividend of \$2.00 paid on the 9th instant, Steam Landries at \$3 and Watsons at \$5.50. China Borneos are nominal at \$8, as are Iles at \$149, Steel Foundries at \$10 and Union Waterboats at \$13. There are sellers of China Providents at \$7.50, Peak Trams (Old) at \$8.75 and Powells at \$6 1/2.

FORWARD SETTLEMENT DAYS.—29th October (Monday), 28th November (Wednesday) and 21st December (Friday).

EXCHANGE.—The T. T. rate on London is 2s 1/2 and on Singapore 11 1/2, bar silver (ready) is quoted at 42 1/2.

NOTICES.

NOTICE.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

TO	FROM	EVERY 15 MIN.
10.00 A.M.	10.00 A.M.	10 MIN.
10.15 A.M.	10.15 A.M.	10 MIN.
10.30 A.M.	10.30 A.M.	10 MIN.
10.45 A.M.	10.45 A.M.	10 MIN.
11.00 A.M.	11.00 A.M.	10 MIN.
11.15 A.M.	11.15 A.M.	10 MIN.
11.30 A.M.	11.30 A.M.	10 MIN.
11.45 A.M.	11.45 A.M.	10 MIN.
12.00 P.M.	12.00 P.M.	10 MIN.
12.15 P.M.	12.15 P.M.	10 MIN.
12.30 P.M.	12.30 P.M.	10 MIN.
12.45 P.M.	12.45 P.M.	10 MIN.
1.00 P.M.	1.00 P.M.	10 MIN.
1.15 P.M.	1.15 P.M.	10 MIN.
1.30 P.M.	1.30 P.M.	10 MIN.
1.45 P.M.	1.45 P.M.	10 MIN.
2.00 P.M.	2.00 P.M.	10 MIN.
2.15 P.M.	2.15 P.M.	10 MIN.
2.30 P.M.	2.30 P.M.	10 MIN.
2.45 P.M.	2.45 P.M.	10 MIN.
3.00 P.M.	3.00 P.M.	10 MIN.
3.15 P.M.	3.15 P.M.	10 MIN.
3.30 P.M.	3.30 P.M.	10 MIN.
3.45 P.M.	3.45 P.M.	10 MIN.
4.00 P.M.	4.00 P.M.	10 MIN.
4.15 P.M.	4.15 P.M.	10 MIN.
4.30 P.M.	4.30 P.M.	10 MIN.
4.45 P.M.	4.45 P.M.	10 MIN.
5.00 P.M.	5.00 P.M.	10 MIN.
5.15 P.M.	5.15 P.M.	10 MIN.
5.30 P.M.	5.30 P.M.	10 MIN.
5.45 P.M.	5.45 P.M.	10 MIN.
6.00 P.M.	6.00 P.M.	10 MIN.
6.15 P.M.	6.15 P.M.	10 MIN.
6.30 P.M.	6.30 P.M.	10 MIN.
6.45 P.M.	6.45 P.M.	10 MIN.
7.00 P.M.	7.00 P.M.	10 MIN.
7.15 P.M.	7.15 P.M.	10 MIN.
7.30 P.M.	7.30 P.M.	10 MIN.
7.45 P.M.	7.45 P.M.	10 MIN.
8.00 P.M.	8.00 P.M.	10 MIN.
8.15 P.M.	8.15 P.M.	10 MIN.
8.30 P.M.	8.30 P.M.	10 MIN.
8.45 P.M.	8.45 P.M.	10 MIN.
9.00 P.M.	9.00 P.M.	10 MIN.
9.15 P.M.	9.15 P.M.	10 MIN.
9.30 P.M.	9.30 P.M.	10 MIN.
9.45 P.M.	9.45 P.M.	10 MIN.
10.00 P.M.	10.00 P.M.	10 MIN.
10.15 P.M.	10.15 P.M.	10 MIN.
10.30 P.M.	10.30 P.M.	10 MIN.
10.45 P.M.	10.45 P.M.	10 MIN.
11.00 P.M.	11.00 P.M.	10 MIN.
11.15 P.M.	11.15 P.M.	10 MIN.
11.30 P.M.	11.30 P.M.	10 MIN.
11.45 P.M.	11.45 P.M.	10 MIN.
12.00 A.M.	12.00 A.M.	10 MIN.

HIGHWAY CARS.

10.00 A.M. to 12.00 P.M. 100/-
12.00 P.M. to 1.00 P.M. 100/-
1.00 P.M. to 2.00 P.M. 100/-
2.00 P.M. to 3.00 P.M. 100/-
3.00 P.M. to 4.00 P.M. 100/-
4.00 P.M. to 5.00 P.M. 100/-
5.00 P.M. to 6.00 P.M. 100/-
6.00 P.M. to 7.00 P.M. 100/-
7.00 P.M. to 8.00 P.M. 100/-
8.00 P.M. to 9.00 P.M. 100/-
9.00 P.M. to 10.00 P.M. 100/-
10.00 P.M. to 11.00 P.M. 100/-
11.00 P.M. to 12.00 A.M. 100/-

SUNDAYS.

10.00 A.M. to 12.00 P.M. 100/-
12.00 P.M. to 1.00 P.M. 100/-
1.00 P.M. to 2.00 P.M. 100/-
2.00 P.M. to 3.00 P.M. 100/-
3.00 P.M. to 4.00 P.M. 100/-
4.00 P.M. to 5.00 P.M. 100/-
5.00 P.M. to 6.00 P.M. 100/-
6.00 P.M. to 7.00 P.M. 100/-
7.00 P.M. to 8.00 P.M. 100/-
8.00 P.M. to 9.00 P.M. 100/-
9.00 P.M. to 10.00 P.M. 100/-
10.00 P.M. to 11.00 P.M. 100/-
11.00 P.M. to 12.00 A.M. 100/-

SATURDAYS.

10.00 A.M. to 12.00 P.M. 100/-
12.00 P.M. to 1.00 P.M. 100/-
1.00 P.M. to 2.00 P.M. 100/-
2.00 P.M. to 3.00 P.M. 100/-
3.00 P.M. to 4.00 P.M. 100/-
4.00 P.M. to 5.00 P.M. 100/-
5.00 P.M. to 6.00 P.M. 100/-
6.00 P.M. to 7.00 P.M. 100/-
7.00 P.M. to 8.00 P.M. 100/-
8.00 P.M. to 9.00 P.M. 100/-
9.00 P.M. to 10.00 P.M. 100/-
10.00 P.M. to 11.00 P.M. 100/-
11.00 P.M. to 12.00 A.M. 100/-

SPECIAL CARS.

10.00 A.M. to 12.00 P.M. 100/-
12.00 P.M. to 1.00 P.M. 100/-
1.00 P.M. to 2.00 P.M. 100/-
2.00 P.M. to 3.00 P.M. 100/-
3.00 P.M. to 4.00 P.M. 100/-
4.00 P.M. to 5.00 P.M. 100/-
5.00 P.M. to 6.00 P.M

